

VOLUME 12

**MEMBER OF PUBLIC
OGMORE AND GARW VALLEY**

Title: Do you have any comments to make on the key proposals? Ogmore and Garw valleys			
ID	Comment	Summary of changes being sought/proposed	Council response
789	None	No changes proposed	Comments noted.
886	No	No changes proposed	Comments noted.
983	No	No changes proposed	Comments noted.
1018	No	No changes proposed	Comments noted.
1077	None	No changes proposed	Comments noted.
1083	No comment	No changes proposed	Comments noted.
1224	No	No changes proposed	Comments noted.
570	Once again lack of infrastructure and medical facilities makes all future development of this area unacceptable.	Concern in relation to lack of infrastructure and medical facilities.	<p>Comment noted. The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high-quality environments.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of GP surgeries the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision.</p> <p>As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP.</p> <p>Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p>
730	Roads leading into the Ogmore Valley are atrocious and need relaying urgently	Concerns in relation to roads in Ogmore Valley.	Comment noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 –

			<p>Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Settlement Assessment Study acknowledges that Ogmere and Garw Valley have no railway line and less frequent bus services and so the settlements scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in determining the settlement hierarchy and further contributed to the Spatial Strategy formulation. Settlements in these locations are particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements of Garw and Ogmere have been identified as areas in need of regeneration and have fewer development opportunities</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Furthermore, policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmere corridor as per Policy PLA8 (1).</p> <p>The Replacement LDP acknowledges that both Ogmere and Garw Valleys have good main road connections with Bridgend, Valleys Gateway and the M4, providing access to many higher-level services, facilities and job opportunities. However, it seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas.</p> <p>In terms of development in transport corridor, the replacement LDP in its policy SP5 on Sustainable Transport and Accessibility identifies Ogmere PLA6 (4) and Garw PLA6 (3) as main transport corridor in the County Borough for the movement of people and goods and for future development.</p>
760	<p>Improve Public Transport ? We have had no Public Transport through Pontyrhyl since 2019, so how can you improve it ?</p>	<p>Concerns in relation to public transport.</p>	<p>Comment noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p>

			<p>The Settlement Assessment Study acknowledges that Ogmores and Garw Valley have no railway line and less frequent bus services and so the settlements scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in determining the settlement hierarchy and further contributed to the Spatial Strategy formulation. Settlements in these locations are particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements of Garw and Ogmores have been identified as areas in need of regeneration and have fewer development opportunities</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Furthermore, policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmores corridor as per Policy PLA8 (1).</p> <p>The Replacement LDP acknowledges that both Ogmores and Garw Valleys have good main road connections with Bridgend, Valleys Gateway and the M4, providing access to many higher-level services, facilities and job opportunities. However, it seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas.</p> <p>In terms of development in transport corridor, the replacement LDP in its policy SP5 on Sustainable Transport and Accessibility identifies Ogmores PLA6 (4) and Garw PLA6 (3) as main transport corridor in the County Borough for the movement of people and goods and for further development.</p>
809	Public transport is a major issue, older people like my parents and grandparents are cut off from supermarkets, recreation facilities in the borough due to the lack of evening and weekend bus services to the Ogmores valley	Concerns relating to public transportation.	<p>Comment noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Settlement Assessment Study acknowledges that Ogmores and Garw Valley have no railway line and less frequent bus services and so the settlements scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in determining the settlement</p>

			<p>hierarchy and further contributed to the Spatial Strategy formulation. Settlements in this location are particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements of Garw and Ogmore have been identified as areas in need of regeneration and have fewer development opportunities</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing 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.</p> <p>Furthermore, policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmore corridor as per Policy PLA8 (1).</p> <p>The Replacement LDP acknowledges that both Ogmore and Garw Valleys have good main road connections with Bridgend, Valleys Gateway and the M4, providing access to many higher-level services, facilities and job opportunities. However, it seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas.</p> <p>In terms of development in transport corridor, the replacement LDP in its policy SP5 on Sustainable Transport and Accessibility identifies Ogmore PLA6 (4) and Garw PLA6 (3) as main transport corridor in the County Borough for the movement of people and goods and for further development.</p>
645	<p>Currently the bus service stops at 8.30 pm to Ogmore Vale. How can you develop tourism hubs with such poor transport links. The cycle route is an asset that is not supported or maintained as it should be to become a tourist attraction. Rubbish is everywhere, not enough bins or benches and motivation is at an all time low. I could go on.</p>	<p>Concerns relating to public transport, active travel and rubbish collection.</p>	<p>Comment noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p>

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			<p>contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>The issues raised by the representor in relation to rubbish are beyond the scope of the Replacement Local Development Plan.</p>
945	Point 2 doesn't really mean anything to me See my comments in the other section	No specific comment	Comment noted.
127 1	Public transport is a significant issue in these communities.	Concerns relating to public transportation.	<p>Comment noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Settlement Assessment Study acknowledges that Ogmores and Garw Valley have no railway line and less frequent bus services and so the settlements scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in determining the settlement hierarchy and further contributed to the Spatial Strategy formulation. Settlements in this location are particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements of Garw and Ogmores have been identified as areas in need of regeneration and have fewer development opportunities</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmores corridor as per Policy PLA8 (1).</p> <p>The Replacement LDP acknowledges that both Ogmores and Garw Valleys have good main road connections with Bridgend, Valleys Gateway and the M4, providing access to many higher-level services, facilities and job</p>

			opportunities. However, it seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas. In terms of development in transport corridor, the replacement LDP in its policy SP5 on Sustainable Transport and Accessibility identifies Ogmre PLA6 (4) and Garw PLA6 (3) as main transport corridor in the County Borough for the movement of people and goods and for further development.
694	no	No changes proposed	Comments noted.
695	No comment	No changes proposed	Comments noted.
713	No	No changes proposed	Comments noted.
718	no	No changes proposed	Comments noted.
791	It can only be a good thing	No changes proposed	Support noted.
803	No	No changes proposed	Comments noted.
884	no	No changes proposed	Comments noted.
972	No	No changes proposed	Comments noted.
978	No	No changes proposed	Comments noted.
985	None	No changes proposed	Comments noted.
993	No I'm not familiar with the area but refer to my previous comments	No changes proposed	Comments noted.
1008	No Comment	No changes proposed	Comments noted.
1044	N/A	No changes proposed	Comments noted.
475	Agree. Growth should be encouraged in all the ways mentioned.	No changes proposed	Supported noted.
1128	No	No changes proposed	Comments noted.
1255	no	No changes proposed	Comments noted.
1499	No	No changes proposed	Comments noted.
438	Ogmre, Garw and Rhondda should have joint advantage to sustainable growth within improvements to empty unused and left to get forgotten about shops and businesses getting a new start with new start up businesses and other creative projects to increase and enhance footfall. Invest in these areas, include Pontycymmer and you will see the difference. Invest in the people.	Invest in Ogmre and Garw valleys	The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.

			<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
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441	See previous comment.	No changes proposed	Comments noted.
442	Fair enough	No changes proposed	Support noted.
444	I'm against the travelers coming to Bryncethin. Bryncethin needs more playing fields after the council sold the school fields for more housing the growing village needs playing fields there was planning for three over the common. And my concerns are the amount of traffic that is already crippling Bryncethin with high volumes of traffic going through the village. Having the travellers coming into Bryncethin will only make this worse. It is also historical that once travellers go into areas crime rates goes up. People of Bryncethin don't want this. Bryncethin is a beautiful area to live and I'm sure having travellers come to the village will decrease the values of peoples properties especially those who will be living close by to the plots of land where the travellers will be. We object to the travellers settling in Bryncethin and would appreciate your support in not letting this happen Thanks	Objection to proposed Gypsy, Traveller and Showpeople allocation SP7(2) Land adjacent to Bryncethin Depot	The Council has a statutory duty to carry out an assessment of the accommodation needs of Gypsies and Travellers under Part 3 of the Housing (Wales) Act 2014 and to meet any identified need for additional pitches under section 56 of the Mobile Homes (Wales) Act 2013. PPW also clarifies that "where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met" (para 4.2.35). When the GTAA was completed, the total estimated pitch provision needed for Gypsies and Travellers was 7 pitches up until 2033. Since then, one family has met their accommodation needs on an existing authorised site, leaving a remaining need for six pitches over the Plan period. This need stems from two families (i.e., three pitches per family). One of these families has recently received planning consent to intensify their existing site and meet their accommodation needs (planning application P/21/677/FUL refers). This leaves a remaining need for 3 pitches, which the Council considers can be appropriately accommodated by the original proposed allocation at Court Colman (SP7(1)), which is already in the family's ownership. As such, the other proposed allocation at Bryncethin (SP7(2)) is no longer considered necessary and has been removed from the Replacement LDP. Refer to the Gypsy and Traveller Site Options Background Paper.
447	Definitely. A beautiful area that needs to be kept but needs more transport links	Needs more transport links	Comments Noted. Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals. This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmore corridor as per Policy PLA8 (1).
396	See earlier comments	No changes proposed	Comments noted.
453	Yes use brownfield not greenfield sites	Use brownfield not greenfield sites	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise</p>

			<p>developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Policy PLA1-5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such development will deliver a wide range of land uses including affordable housing, education, recreation facilities, public open space, active travel plus appropriate community facilities and commercial uses. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>Additional long-term brownfield Regeneration Sites are also proposed for allocation (See Policy COM1(R1-R3)), located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in Planning Policy Wales, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery.</p>
475	Agree and support these proposals. on greenfield land between Bryntirion and Laleston village.	No changes proposed	Support noted.
506	Again where is the infrastructure to support the housing? Walking and cycling routes welcomed.	Concerns regarding infrastructure	<p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing 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</p> <p>Please also refer to Bridgend's Integrated Network Maps (INMs) (https://www.bridgend.gov.uk/residents/roads-transport-and-parking/active-travel-routes/) of which details plans for a network of Active Travel routes and facilities over the next 15 years.</p> <p>Additionally, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such</p>

			infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
519	Do we really need a cycle path? seriously? Absolute waste of money	Cycle path is a waste of money	<p>Comments noted. The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps.</p> <p>Please refer to Bridgend's Integrated Network Maps (INMs) (https://www.bridgend.gov.uk/residents/roads-transport-and-parking/active-travel-routes/) of which details plans for a network of Active Travel routes and facilities over the next 15 years. The proposals aim to:</p> <ul style="list-style-type: none"> • enhance access to key services and facilities including town centres, transport hubs, as well as employment and retail areas • develop access to education facilities such as schools and colleges • improve and expand the existing strategic network in Bridgend County Borough
521	walking g and cycling routes re lively but we are a nation of car drivers they should not suffer fir something that probably will get little use we get more rain than sun in Wales no one wants to go for a nice walk in the rain	Concerns regarding lack of future use of walking and cycle routes	<p>Comments noted. The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps.</p> <p>Please refer to Bridgend's Integrated Network Maps (INMs) (https://www.bridgend.gov.uk/residents/roads-transport-and-parking/active-travel-routes/) of which details plans for a network of Active Travel routes and facilities over the next 15 years. The proposals aim to:</p> <ul style="list-style-type: none"> • enhance access to key services and facilities including town centres, transport hubs, as well as employment and retail areas • develop access to education facilities such as schools and colleges • improve and expand the existing strategic network in Bridgend County Borough
526	Ogmore and Garw valleys should not be developed at all - they should be designated areas of natural beauty and enhanced for wildlife	Ogmore and Garw valleys should not be developed at all	The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high-quality environments.
533	None	No changes proposed	N/A
493	See above	No changes proposed	Comments noted.
623	!	No changes proposed	Comments noted.
636	I am not familiar with this part of the borough	No changes proposed	Comments noted.
638	I believe Ogmore and Garw Valleys could accommodate significant growth - it just has to be the right kind of growth. Growth cannot only be measured in the number of houses built, or the number of people who wish to live there, or the number of businesses beating down the door to move there.	Comments regarding development within Ogmore and Garw valleys.	Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan

			<p>requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The Llynfi Valley demonstrates the most significant scope for growth across the three Valleys. As outlined by the Settlement Assessment Study, Maesteg retains its role as a main settlement of which has the potential capacity and infrastructure to accommodate future growth. Whilst the Spatial Strategy recognises several constraints associated with a number of large regeneration sites in the Maesteg and the surrounding parts of the Llynfi Valley, ‘hotspots’ on the edge of the Regeneration Growth Area of Maesteg and the Llynfi Valley, particularly in the south present viable opportunities to accommodate sustainable development.</p> <p>The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p>
438	Must include Pontycymmer.	Comments regarding the inclusion of Pontycymmer within the LDP.	<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p>

			<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pen-coed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p>
645	currently the bus service stops at 8.30 pm to Ogmores Vale. How can you develop tourism hubs with such poor transport links. The cycle route is an asset that is not supported or maintained as it should be to become a tourist attraction. Rubbish is everywhere, not enough bins or benches and motivation is at an all time low. I could go on.....	Comments regarding cycling route provision and travel links within Ogmores Vale.	<p>Comments Noted. Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmores corridor as per Policy PLA8 (1).</p> <p>The Replacement LDP will seek to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps (See Appendix 29). Well connected developments will assist in promoting the improvement of health and wellbeing by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place. The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. The development and delivery of the proposals shown on the INM will be dependent upon the availability of funding.</p> <p>The LDP primarily through Policy PLA12 will ensure that new development has regard to Active Travel routes and proposals to ensure that new development delivers sustainable means of travel for everyday activities.</p>
647	Public transport must be the priority.	Comments regarding public transport provision.	<p>In terms of transport, Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor</p>

			vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.
652	Please see my letter sent by e-mail to ldp@bridgend.gov.uk, consultation@bridgend.gov.uk and planning@bridgend.gov.uk on 02/07/2021.		Comments noted.
649	no	No changes proposed	Comments noted.
547	No	None	Comment noted
565	not my area	None	Comments noted.
569	Transport links are high priority.	No changes	Comments noted.
593	No development should be allowed on green field sites or outside the settlement boundary.	Opposed to greenfield development	The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.
598	No	None	Comments noted.
609	Re-introduce the rail networks from the valleys to Bridgend and beyond. Health service requirements need to be improved. Every new road should have a cycle track alongside. Include as part of the costing.	Rail, health and cycling infrastructure is required	<p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Re-introducing rail networks and routes is beyond the scope of the LDP. However, the Maesteg railway line is an integral part of the Llynfi transport corridor, providing a sustainable travel option for those living and working in the Valley Gateway and Llynfi Valley. The Maesteg-Bridgend railway line capacity improvements safeguarded by policy PLA8(3) of the Replacement LDP propose to increase the frequency of trains from one per hour to one every 30 minutes. This will include the introduction of a passing loop and introduce opportunities for additional freight opportunities. The enhancement of the Maesteg Line is included in TfW's proposals for delivery during Phase 2 of the Cardiff Capital Region Metro improvements and the Welsh Government's National Transport Finance Plan, and is key to the delivery of sustainable economic development, linking communities together and connecting people to employment opportunities.</p> <p>With specific reference to health facilities, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited</p>

			<p>to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>One of the specific objectives of the Deposit LDP is to “Promote accessibility for all by supporting the transport hierarchy (set out in PPW) that prioritises walking and cycling (active travel), then public transport and finally motor vehicles. New development should be located and designed in accordance with this hierarchy to prioritise the use of sustainable transport, reduce related airborne pollution, reduce the need to travel and reduce the dependency on private vehicles.” (See Appendix 1 – Deposit LDP, page 35, OBJ 2f). Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
615	Why not build more housing in the Garw, land is cheap and will provide affordable housing	More housing growth should be located in the Garw Valley	<p>The LDP Strategy recognises the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. The Garw and Ogmere Valleys are not identified as areas that will accommodate significant growth in recognition of such physical characteristics in addition to viability-based constraints. However, these areas would benefit from community-based regeneration and are therefore designated as Regeneration Areas in recognition of the fact that a range of approaches are required to incite community investment opportunities.</p> <p>It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high-quality environments.</p> <p>Strategic Policy SP6 supports the use of Place Plans to identify such opportunities, reflecting local distinctiveness and addressing local, specific community scale issues. This strategy preferably requires Town and Community Councils and/or related steering groups to be involved in preparation of the Place Plans for their area. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.</p>
622	Better infrastructure is required to future proof our borough, better links to all valleys, tree planting and solar panels on all council buildings and also on all houses that are owned by the tax payer. you need to make some of the pavements smaller and also make some parking bays along the road to make driving into this valley easier for all so that visitors can go their.	Infrastructural improvements are required – transport, tree planting, renewables, pedestrian facilities	<p>The Growth Option pursued by the Deposit Plan would provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is still therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles all of which seek to contribute and address key issues and drivers</p>

			<p>identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) 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. The 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.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural facilities.</p> <p>Ground mounted and building-integrated solar PV are just two of the technologies that have been considered as part of the Renewable Energy Assessment (See Appendix 17). The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p> <p>Finally, the Replacement LDP recognises that the planting of native species of flowers and trees is a means to increase the pollination resource, promote wildlife diversity, increase vegetation carbon storage and to cool and purify the air. (See Appendix 33 - Local Biodiversity Action Plan).</p>
669	Save the Coity graveyard	No changes	<p>Comments noted.</p> <p>No candidate site submission was received for the land known as Coity Graveyard. The settlement boundary currently passes through the middle of the site so part of the land is considered to be in the countryside. The Settlement Boundary Review (See Appendix 38) undertaken to support the preparation of the Replacement LDP does not propose altering the settlement boundary in this location.</p>
725	Too many houses. There are far too many houses being built and it's causing issues with increased run off and flooding and rain. We need to stop building houses and replace it with trees and green spaces.	Opposed to amount of housing proposed	<p>The Growth Option pursued by the Deposit Plan would provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is still therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>Finally, the Replacement LDP recognises that the planting of native species of flowers and trees is a means to increase the pollination resource, promote wildlife diversity, increase vegetation carbon storage and to cool and purify the air. (See Appendix 33 - Local Biodiversity Action Plan).</p>
727	XXXXXXXXXXXXXXXXXXXXXXXXXXXXX X	No changes	Comments noted.

645	<p>Improvements to public transport should be a priority. Last bus leaving town at 8.30pm totally unacceptable in this day and age. Hardly promotes tourism or in fact any kind of social activity. Where would new houses be built? Services are poor enough in the Valley, massive improvements needed. Tourism hub in Ogmores promoting what exactly? No shops, no jobs, few pubs or good restaurants, the cycle track is good but not maintained properly and taken care of by and large by volunteers. Community Centres need updating and more activities promoted especially for young people and older people.</p>	<p>Infrastructural improvements are required – public transport, tourism, community facilities</p>	<p>Comments noted. The provision of additional bus services is outside the scope of the LDP. However, Policy SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks. This will not only prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, but will also help to promote physical activity and reducing the impact of transport based emissions.</p> <p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Settlement Assessment Study acknowledges that Ogmores and Garw Valley have no railway line and less frequent bus services and therefore scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in identifying the Ogmores and Garw Valleys as Local Settlements particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements within the Garw and Ogmores Valleys have been identified as areas in need of regeneration and have fewer development opportunities.</p> <p>Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment.</p> <p>It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>Strategic Policy SP6 supports the use of Place Plans to identify such opportunities, reflecting local distinctiveness and addressing local, specific community scale issues. This strategy preferably requires Town and Community Councils and/or related steering groups to be involved in preparation of the Place Plans for their area. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
769	<p>Proper open and transparent consultation with people of Porthcawl needed prior to any development of the Waterfront site and surrounding area</p>	<p>Concerns over public consultation in Porthcawl</p>	<p>Comments noted.</p>

771	We definitely need the community path/cycle route looked at. It is so narrow in some areas it's almost impassable. We also need pot holes filling PROPERLY not just filling with a bit of tarmac and tamping down with a shovel! My street is particularly awful	Investment in cycle/pedestrian routes and highway maintenance	<p>Comments noted.</p> <p>Highway maintenance is beyond the scope of the LDP.</p> <p>Policy SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks. This will not only prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, but will also help to promote physical activity and reducing the impact of transport based emissions.</p>
438	Green technologies that have a zero carbon footprint.	Supports green technologies	<p>The Council recognises the significant role renewable energy has to play. The Council has undertaken a Renewable Energy Assessment (See Appendix 17). The Assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. A number of technologies have been considered, including, wind energy, ground mounted solar PV, biomass energy, energy from waste, hydropower energy and building integrated solar PV. The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p>
792	Any developments must be seen to interlink one with the other. Good to see a focus on this re transport.	Connectivity required	<p>Comments noted.</p> <p>The Deposit LDP is based on a balanced and sustainable level of economic growth that will facilitate the continued transformation of the County Borough into a network of safe, healthy and inclusive communities that connect more widely with the Cardiff Capital Region and Swansea Bay Region. All development will be required to comply with Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60), whereby 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.</p>
901	All ready stated	None	Comments noted.
960	cooperative housing is a much more interesting proposal that large scale profit making developments that are woefully inadequate in terms of their 'affordable' housing contribution. Improved walking and cycling routes agree with. Hard to see how BCBC will ensure improved public transport when it is essentially out of planning control. Local highway network is essential to improve. Tourism will be beneficial the area.	Supports co-operative housing, improved walking/cycling routes	<p>Comments noted.</p> <p>Strategic Policy 5: Sustainable Transport and Accessibility of the Deposit LDP will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
594	Not my hometown not my place to make changes to	None	Comments noted.

986	<p>I think the number of houses proposed is too high. Yes build more houses but the volume proposed is huge. Having visited Devon recently, in particular westward ho, seeing the regeneration of the area in respect to leisure opportunities (play areas, open greassy areas, the sea pool etc) shows how this should be incorporated into porthcawls long term plan for both residents and visitors alike. Please don't just build houses and give a cursory nod to other priorities.</p>	<p>Opposed to amount of housing. Investment in leisure facilities required</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence-based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>This Growth Option would provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is still therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>With a sustainable boost to housing supply, above the baseline, the Mid Growth Option would also provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development would be planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential schemes. This would enable the right types of affordable housing to be secured and made accessible to those in housing need, in accordance with the findings of the LHMA. In addition, this Growth Option would provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is still therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>With regards to Porthcawl, a Land-Use Framework has been developed which provides the framework to deliver the broader vision for Porthcawl, which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p>
1042	<p>infrastructure improvement is a must BEFORE YOU BUILD ANY MORE HOUSES</p>	<p>Concerned with infrastructure delivery</p>	<p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) 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. The latter factor is particularly notable given the school capacity issues across</p>

			<p>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.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
1063	Ensure horseriders can use the improved walking and cycling routes. Other counties have included the needs of horseriders in their development plans	Bridal ways to be incorporated into Active Travel routes	<p>Comments noted.</p> <p>The Replacement LDP has the opportunity to shape tourism development around existing leisure and recreation facilities such as areas with good opportunities for walking, cycling, horse riding, nature watching or passive enjoyment of the Countryside. Developments which demonstrate an improved linkage to sport and leisure opportunities will be viewed as an opportunity to improve resources for tourists in the County Borough.</p>
1069	Who has made the determination that this will not accommodate significant growth. Growth in tourism and leisure is an option and must be considered a positive	Queries decision not to allocate growth to Valleys	<p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Settlement Assessment Study acknowledges that Ogmere and Garw Valley have no railway line and less frequent bus services and therefore scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was taken into account in identifying the Ogmere and Garw Valleys as Local Settlements particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements within the Garw and Ogmere Valleys have been identified as areas in need of regeneration and have fewer development opportunities. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment.</p> <p>It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>Strategic Policy SP6 supports the use of Place Plans to identify such opportunities, reflecting local distinctiveness and addressing local, specific community scale issues. This strategy preferably requires Town and Community Councils and/or related steering groups to be involved in preparation of the Place Plans for their area. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.</p>
1070	Meaningful consultations needed about public transport to get people out of their cars. I like the sound of cooperative	Supports cooperative housing, walking &	Comments noted.

	<p>housing, I am concerned about self build, so far, it has meant large executive homes on green land which takes too much from the natural habitat. I think it would be good to have improved walking and cycling - clearing invasive species and encouraging and planting native species. To designate unused 'council' owned land for wildflower spaces as they have done in Swansea along Fabian Way.</p>	<p>cycling investment and native planting</p>	<p>The Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.</p> <p>Strategic Policy SP6 supports the use of Place Plans to identify such opportunities, reflecting local distinctiveness and addressing local, specific community scale issues. This strategy preferably requires Town and Community Councils and/or related steering groups to be involved in preparation of the Place Plans for their area. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.</p> <p>The Replacement LDP recognises that the planting of native species of flowers and trees is a means to increase the pollination resource, promote wildlife diversity, increase vegetation carbon storage and to cool and purify the air. (See Appendix 33 - Local Biodiversity Action Plan). With reference to new development, Policy DNP9: Natural Resource Protection and Public Health seeks to ensure that 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. This includes contamination due to invasive species. Any development proposal in an area where such species are identified will need to demonstrate mitigation measures to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level. Where possible, planning conditions will be used to minimise environmental harm and achieve environmental enhancement.</p>
1135	<p>Good idea but how many people own bikes? Cars need to be priority</p>	<p>Supports proposals but questions level of bike ownership</p>	<p>One of the specific objectives of the Deposit LDP is to “Promote accessibility for all by supporting the transport hierarchy (set out in PPW) that prioritises walking and cycling (active travel), then public transport and finally motor vehicles. New development should be located and designed in accordance with this hierarchy to prioritise the use of sustainable transport, reduce related airborne pollution, reduce the need to travel and reduce the dependency on private vehicles.” (See Appendix 1 – Deposit LDP, page 35, OBJ 2f). Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Policy SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks. This will not only prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, but will also help to promote physical activity and reduce the impact of transport based emissions.</p>
558	<p>This should not be done you are taking too much green space away</p>	<p>Concerns relating to perceived loss of green space.</p>	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See</p>

			<p>Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC’s. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
559	None		Comments noted.
578	Public transport improvements needs to be introduced	Concerns relating to need for better transport links.	<p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided. Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor</p>

			vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.
580	No		Comments noted.
602	No		Comments noted.
653	There is a need for improvement to transport and roads as there is a need for better links to Bridgend and surrounding areas.	Concerns relating to need for better transport links.	<p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided. Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that 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 will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing 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.</p>
774	The addition of a nature park/ playing fields in Bryncethin for the local community and wider areas would promote and be beneficial to the development of Ogmere and Garw Valleys.	Playing fields in Bryncethin would be beneficial	Comments noted. As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.
1012	Yes as previously stated	No changes proposed	Comments noted.
1257	No	No changes proposed	Comments noted.
973	No	No changes proposed	Comments noted.
1009	no	No changes proposed	Comments noted.