



**Adroddiad i Cyngor Bwrdeistref
Sirol Pen-y-bont ar Ogwr**

**Report to Bridgend County Borough
Council**

gan Nicola Gulley MA MRTPI

by Nicola Gulley MA MRTPI

Arolygydd a benodir gan Weinidogion Cymru

Inspector appointed by the Welsh Ministers

Dyddiad: 23/02/2024

Date: 23/02/2024

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 64

REPORT ON THE EXAMINATION INTO THE REPLACEMENT BRIDGEND LOCAL DEVELOPMENT PLAN 2018-2033

Plan submitted for examination on 25 October 2022.

Examination hearings held between 28 February and 29 March 2023, and on 24 January 2024.

Cyf ffeil / File ref: LDP CAS-02137-F2V8D1

List of Abbreviations

AA	Appropriate Assessment
ALDP	Adopted Local Development Plan
BLV	Benchmark Land Value
BMV	Best and Most Versatile Agricultural Land
CIS	Community Involvement Scheme
DA	Delivery Agreement
DPH	dwellings per hectare
DPM	Development Plans Manual, Edition 3 (March 2020)
EEBS	Economic Evidence Base Study
E(W) Act	Environment (Wales) Act 2016
FW	Future Wales – The National Plan 2040
GTAA	Gypsy and Travellers Accommodation Assessment
HER	Historic Environment Record
HMA	Housing Market Areas
HMO	Houses in Multiple Occupation
HR	Housing Requirement
HS	Housing Supply
HRA	Habitats Regulations Assessment
LHMA	Local Housing Market Assessment
LNR	Local Nature Reserve
LSA	Local Search Area
LSE	Likely Significant Effects
MAC	Matters Arising Change
NNR	National Nature Reserve
NRW	Natural Resources Wales
NSS	Non-Strategic Site
PPW	Planning Policy Wales, Edition 12 / February 2024
PWVA	Plan-wide Viability Assessment
REA	Renewable Energy Assessment
RIGS	Regionally Important Geodiversity Site
RLDP	Replacement Local Development Plan
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SDS	Strategic Development Site
SEA	Strategic Environmental Assessment
SINC	Site of Interest for Nature Conservation
SOCG	Statement of Common Ground
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
The 2004 Act	The Planning & Compulsory Purchase Act 2004
LDP Regulations	The Town & Country Planning (Local Development Plan) (Wales) Regulations 2005
WBFG Act	Well-being of Future Generations (Wales) Act 2015

Non-Technical Summary

This report concludes that, subject to the recommended Matters Arising Changes (MACs) set out in Appendix A, the Replacement Bridgend Local Development Plan (LDP) provides an appropriate basis for the planning of the County up to 2033. The Council has sufficient evidence to support the strategy and has shown that it has a realistic prospect of being delivered.

A number of changes are needed to meet legal and statutory requirements and to ensure that the Plan is sound. These do not alter the thrust of the Council’s overall strategy and do not undermine the Sustainability Appraisal carried out by the Council. The main changes are summarised as:

- Amendments to the Plan’s Strategic Framework to explain the national and regional development context;
- A reduction in the supply of housing land over the Plan period; and resultant changes to the housing trajectory and flexibility allowance;
- Alterations to the specific housing site allocations, including the deletion of Land at Parc Afon Ewenni, Bridgend and the allocation of the Land at the Former Cooper Standards Site, Ewenny Road, Maesteg as a result of updated evidence;
- The revision of the Plan-wide affordable housing target to reflect changes in the supply of housing land; and an update to the requirement figure for the provision of Gypsy and Traveller pitches over the Plan period;
- Alterations to the affordable housing rural exceptions, residential density and houses in multiple occupation policies to clarify requirements and ensure compliance with national policy;
- Amendments to the policy framework for the allocation of Strategic Development Sites to include greater clarity in relation to site specific matters such as the maintenance and enhancement of biodiversity, green infrastructure, transportation, design and placemaking;
- A minor reduction in the provision of land for employment related development to reflect changes in the provision of available land;
- The inclusion of a retail need figure for the Plan period and alterations to the policy framework to explain how the requirement will be met;
- Revisions to the policy framework for renewable and low carbon energy development to reflect the supporting evidence and ensure compliance with national policy; and
- The deletion of policy requirements in relation to historic assets of special local importance, conservation areas and listed buildings to ensure the Plan complies with the requirements of national policy.

Almost all of the recommended changes have been put forward by the Council in response to matters discussed during the examination. With the recommended changes the Plan satisfies the requirements of section 64(5) of the 2004 Act and meets the tests of soundness set out in the Development Plans Manual.

CONTENTS

Chapter		Page
1	Introduction	5
2	Preparation Requirements	7
3	Strategic Framework	11
4	Good Design and Placemaking	17
5	Active, Healthy, Cohesive, Inclusive, and Social Communities - Housing and Infrastructure	19
6	Allocated Sites	24
7	Active, Healthy, Cohesive, Inclusive, and Social Communities - Affordable Housing and Gypsy, Traveller, and Showpeople Accommodation	36
8	Productive and Enterprising Places – Employment and Retail Development, Waste Management and Tourism	41
9	Productive and Enterprising Places – Renewable and Low Carbon Energy Development and Minerals	46
10	Protect and Enhance Distinct and Natural Places	50
11	Plan Monitoring and Review	52
12	Overall Conclusions	52

Appendix A: Schedule of Matters Arising Changes recommended by the Inspector.

1 Introduction

- 1.1. Under the terms of Section 64(5) of the Planning & Compulsory Purchase Act 2004 (the 2004 Act), the purpose of the independent examination of a Local Development Plan is to determine:
 - a) whether it satisfies the requirements of sections 62 and 63 of the 2004 Act and of regulations under section 77, and
 - b) whether it is sound.
- 1.2. This report contains the assessment of the Replacement Bridgend Local Development Plan 2018 - 2033 (from here referred to as “*the RLDP*” or “*the Plan*”) in terms of the above matters, along with recommendations and the reasons for them, as required by section 64(7) of the 2004 Act.
- 1.3. The submitted RLDP has been prepared pursuant to the 2004 Act and the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended) (LDP Regulations). I have considered it against the tests of soundness set out in Section 6, Table 27 of Development Plans Manual, Edition 3 (March 2020) (DPM). There are three tests:
 - **Test 1: Does the plan fit** – is it clear that the LDP is consistent with other plans?
 - **Test 2: Is the plan appropriate** - is the plan appropriate for the area in the light of the evidence? and
 - **Test 3: Will the plan deliver** - is it likely to be effective?
- 1.4. In addition, I must be satisfied that the plan preparation process has complied with all legal and regulatory procedural requirements including the sustainability appraisal (SA), habitat regulations assessment (HRA) and so on.
- 1.5. The starting point for the examination is that the Council has submitted what it considers to be a sound plan, together with the evidence base that supports its position.
- 1.6. Since the purpose of the examination is to determine whether the Plan is sound, I recommend changes in this report only where there is a clear need to amend the Plan in the light of the legal requirements and/or the tests of soundness. These binding changes are numbered in **bold type** and are set out in Appendices A of this report, where they are highlighted. I am satisfied that these changes are in line with the substance of the Plan and its policies, and do not undermine the SA and participatory processes that have been undertaken.
- 1.7. All duly made representations and the matters raised at the examination hearings have been considered. Given the focus of the examination on soundness, my report does not refer specifically to the individual representations made in each case. Matters raised by individual representations are referred to only where it is considered that they raise substantive issues concerning the Plan’s soundness. Plan changes sought by any representor are the subject of a recommended change only where I have found, on the basis of the evidence, that such a change is required to make the RLDP sound.

- 1.8. A number of representors have proposed alternative sites to those allocated in the Plan, most notably for housing development. What is required of the Council is that it produces a strategy, policies and allocations that are sound. There are likely to be several ways that the Council could meet the needs of its community, each of which may be valid. Some may consider that the allocations in the Plan do not present the best solution, but my remit is only to recommend changes where they are required to make the Plan sound. It is not my remit to seek to make a sound plan better. My conclusions as to the submitted Plan’s soundness and the changes proposed by the Council in response to matters arising have thus guided how far I have needed to consider in detail other candidate sites for allocation. For this reason, no specific reference is made to the majority of proposed alternative sites in this report.
- 1.9. Prior to submission of the RLDP for examination the Council considered the representations made during the deposit period and concluded that it was not necessary to make any focussed changes to the deposit draft Plan. However, the Council did identify a number of amendments in the Schedule of Minor Changes to the Deposit Plan [SD28]. Although largely minor in nature, the scope of the changes proposed in the Schedule varies significantly. For this reason, and to ensure transparency, I concluded that those changes which proposed amendments to the policies and proposals of the Plan should be discussed during the hearing sessions and, if appropriate, included in the Schedule of Matters Arising Changes (MACs). Whilst those changes which relate to minor factual updates or typographical errors, that do not relate to the soundness of the Plan, should be included in the Schedule of Minor Editorial Changes.
- 1.10. The Council has prepared a range of MACs following the discussions at the hearing sessions. The schedule of these MACs [MAC1] was publicised on the examination website and, together with a revised SA and HRA [MAC2 and MAC3], consulted on for a 6-week period between 31 July and 11 September 2023. I have taken account of all representations duly made during the consultation period in arriving at my final recommendations.
- 1.11. Almost all of the MACs put forward by the Council are needed to make the Plan sound. However, in a small number of cases MACs have been put forward which, although providing helpful additional clarity and precision, are not strictly required to make the Plan sound. Accordingly, these are not the subject of a binding recommendation, although I understand the Council’s wish to incorporate them. The MACs numbered in **bold type** in Appendix A are the changes put forward that are required to make the Plan sound. These are all addressed in this report, where the relevant MAC number is similarly identified in bold type. Changes advanced by the Council which are not required to make the Plan sound are only mentioned in the report where relevant to my conclusions and recommendations.
- 1.12. The Council has also identified some outstanding typographical or factual errors in the submitted Plan that it wishes to correct. I authorise any final editorial changes of this nature, together with any other presentational matters and consequential changes flowing from agreed MACs such as altered policy cross-references, site area or numerical changes and paragraph numberings.

Emerging national policy and guidance

- 1.14 On 11 October 2023 the Minister for Climate Change issued an updated version of Chapter 6 of Planning Policy Wales (PPW). These updates have subsequently been incorporated into the 12th iteration of PPW which was issued in February 2024. The changes relate to Net Benefit for Biodiversity and Ecosystems Resilience (incorporating changes to strengthen policy on Sites of Special Scientific Interest, Trees and Woodlands and Green Infrastructure). The Council has confirmed that the requirements of the revised guidance, including the step-wise approach to maintaining and enhancing biodiversity, have already been addressed in the submitted Plan and that “*The RLDP has sought to ensure any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for*” and “*the final selection of sites and policy framework have been determined by considering robust evidence and a detailed SA process and Candidate Site Assessment*” [ED11a]. Based on the oral and written evidence submitted, I am content that the contents of the submitted Plan accord with the requirements of PPW.

2 Preparation Requirements

- 2.1. The legal and regulatory requirements in relation to the preparation of the Plan are set out in the 2004 Act and the LDP Regulations 2005. Further guidance is contained in PPW and the DPM.

Delivery Agreement

- 2.2. The RLDP has been prepared in accordance with the Delivery Agreement (DA), as revised by agreement with the Welsh Government [SD31 and SD32], and the Community Involvement Scheme (CIS) as demonstrated in the Consultation Report [SD4].
- 2.3. Concern was expressed by a number of representors that the public consultation that was undertaken by the Council, particularly in respect of the Strategic Allocation at Porthcawl Waterfront (Policies PLA1, SP2(1) and ENT6(2)), had failed to engage fully with stakeholders. Although I understand these criticisms, I am satisfied that the requirements of the CIS [SD31, RLDP DA, Section 3], which were adjusted to take account of the restrictions associated with the Coronavirus Pandemic, have been met. These requirements included:
- Engagement with Members and Community Councils through virtual meetings e.g. Skype / Microsoft Teams.
 - Interaction with stakeholders through specific topic or area-based surgery sessions on a pre-booked basis.
 - The interactive use of social media / digital communication (e.g. Q&A sessions).
 - Greater emphasis on the use of web-based technology.
 - One to one telephone conversations to engage those members of the community without Internet access.
 - Dissemination of hard copies of information to individuals where other sources of information have failed.

- Use of larger venues for public exhibitions and meetings to accommodate social distancing measures if necessary (and available) – e.g., sports halls, school halls, outside space.
- Appointment based drop-in sessions to manage the number of stakeholders present at any given time and to help manage officer time; and
- The use of internal and external agencies to assist with community meetings and engagement (e.g., Planning Aid).

2.4. As such I am content that the approach taken to community involvement in the plan making process complies with the requirements of the DA and the LDP Regulations.

Sustainability Appraisal

- 2.5. The Plan has been subject to SA including Strategic Environmental Assessment (SEA) [SD90]. Further changes put forward by the Council as part of the examination process have likewise been tested where necessary for any impacts they have upon the SA/SEA [MAC2].
- 2.6. During the hearing sessions representors expressed concern that the plan making process had failed to consider reasonable alternatives. These concerns related primarily to the formulation of the site assessment process and the identification of strategic and non-strategic site allocations. I am however, satisfied that the SA/SEA of the RLDP’s allocations has considered reasonable alternatives, both in terms of scale, siting and design options and that the reasons for selecting site allocations, and rejecting others, are clear and logical [SD90, Chapter 5 and SD90 (a) Appendix G]. Matters relating to the site assessment process are addressed in paragraphs 6.1 – 6.8 of this report.
- 2.7. Overall, I am satisfied that the SA/SEA process undertaken, including the consideration of reasonable alternatives, is robust, meets procedural and legal requirements and is consistent with the requirements of PPW.

Habitat Regulations Assessment

- 2.8. The RLDP has been subject to Habitats Regulations Assessment (HRA) as required by the Conservation of Habitats and Species Regulations 2017. This process has been subject to scrutiny by Natural Resources Wales (NRW). The HRA Screening Report of the LDP Pre-Deposit Documents (LDP Preferred Strategy) (2018) [SD 75a] outlines the findings of the Stage1: Screening Exercise undertaken in respect of the emerging LDP and concluded that there was potential for the Plan to have ‘*Likely Significant Effects*’ (LSE) on three of the identified National Site Network Sites within and adjoining the County Borough. These are:
- Blackmill Woodlands Special Area of Conservation (SAC).
 - Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC and,
 - Kenfig / Cynffig SAC.
- 2.9. Consequently, the Screening Report recommended that the HRA continue and a Stage 2: Appropriate Assessment (AA) be undertaken in respect of the emerging Plan. The Bridgend RLDP Deposit Plan HRA (2021) [SD75] outlines the approach

taken to, and the findings of, the AA. Overall, the AA concluded that *“Taking into account the information available at this stage and the level of detail appropriate for RLDP policies and proposals, together with the measures incorporated into the RLDP to protect European sites and provide improvements in air quality...”* *“the RLDP is not likely to have a significant effects on any of the identified European sites, either alone or in combination with other plans or projects”* [SD75, paragraph 8.1.4].

- 2.10. In addition, the AA explains that *“Although no likely significant effects from the Bridgend RLDP Deposit Plan have been identified, this does not exempt individual development proposals undergoing project specific HRA, where necessary”* and that Policy SP17 of the RLDP *“is clear in stating that where assessments cannot demonstrate that there will be no adverse effects on the integrity of the European site, progressing the development would not be permitted”* [SD75, paragraph 8.1.5].
- 2.11. During Hearing Session 9 it was suggested by Representors that the HRA failed to provide an adequate AA of the LSE on the Kenfig / Cynffig SAC arising from the development of the Strategic Development Site (SDS) allocation at Land South of Bridgend (Island Farm) and non-strategic housing (NSS) allocation at Craig y Parcau. It is contended that this is because the AA is based on out of date and inadequate ecological evidence, that too much reliance has been placed on development management policies in the RLDP to provide mitigation and insufficient consideration has been given to alternatives. These assertions are supported by evidence contained in the representors’ statements for Hearing Session 9 [M9 (4 a-e)].
- 2.12. In addition, although the Representors acknowledged the requirements of Policy SP17, it was suggested that if a planning application was submitted for the allocated site(s) and any accompanying project level HRA found there was a need to significantly alter the allocation(s) it would be too late to amend the RLDP to reflect these changes. In these circumstances it is contended that, to deliver the housing requirements contained in the RLDP, the Council would invoke the imperative reasons of overriding public interest and grant planning permission for the proposal [M9 (4 a-e)].
- 2.13. Whilst I note the Representors’ comments, I am mindful that the purpose of the HRA is to establish whether the RLDP, by itself or in combination with other plans and projects, will adversely affect the conservation objectives of a SAC’s qualifying features, based on best scientific knowledge [DPM, paragraph 4.46).
- 2.14. The HRA Report explains that the AA of the Kenfig SAC has utilised evidence from a range of sources including: all substantive aspects of the emerging RLDP, alone and in combination with other proposals; the qualifying features and conservation objectives of relevant European Sites; best available scientific evidence on potential impact pathways and significance; recent caselaw; the consultation responses from NRW; and, to collate relevant baseline information, evidence from the websites of the Joint Nature Conservation Committee and NRW [SD75, section 3].
- 2.15. The findings of the AA indicate that the policies and proposals in the RLDP have the potential to generate LSE to Kenfig SAC from a range of sources including air quality, habitat loss, changes in hydrology, recreation and pollution. To ensure

these potential effects are effectively mitigated, the AA explains that measures have been incorporated into the RLDP through Policies SP4, SP5, SP16, SP17, DNP8 and DNP9 and that consequently, the Plan would not have a significant effect on the SAC, either alone or in-combination with other plans or projects [SD75, sub-section 7.4].

- 2.16. The AA in respect of the LSE on the Kenfig SAC, is in my view based on robust and credible evidence and provides a positive framework for the management and mitigation of potential impacts on the site.
- 2.17. In addition, an HRA was undertaken of the MAC Schedule [MAC 3]. The Assessment considered the proposed changes to the policies and proposals in the RLDP, including those to Policy PLA2 which sets out site specific measures intended to mitigate the impact of the development on the historic and landscape value of the SDS and the wider area (MAC 045). The HRA Addendum concluded that *“the RLDP is not likely to have significant effects on any of the identified National Site Network Sites, either alone or in combination with other plans or projects”* and that *“the conclusions reached by the 2021 HRA remain entirely applicable”* [MAC 3, paragraph 2.2]. I agree and consider that the approach taken to undertaking the HRA of the MACs is comprehensive, consistent with the methodology used in earlier assessments of the RLDP and that its findings are robust.
- 2.18. With regard to alternatives, I am conscious that a Stage 3 – Assessment of Alternatives is only required where a plan or project is unable to rule out adverse effects at Stage 2. As this is not the case with the HRA of the RLDP, a Stage 3 Assessment is not required.
- 2.19. In respect of imperative reasons of overriding public interest, the DPM makes clear that these provisions can only be invoked where the Stage 3 – Assessment of Alternatives fails to identify an appropriate alternative solution and it can be demonstrated that delivering the plan or project is of overriding importance. In this case, no compelling evidence has been presented which demonstrates that the mitigation measures contained within the policy framework of the RLDP would not effectively address the potential effects identified in the AA [DPM, paragraph 4.44]. As such, I am not persuaded that this scenario outlined by the representors is likely to occur.
- 2.20. In light of the above, I am satisfied that the findings of the HRA clearly shows that, subject to appropriate mitigation, no significant effects upon the integrity of the National Site Network Sites within the Plan area or in adjacent areas are likely to occur either alone or in combination with other plans or projects as a result of implementing the RLDP.

Public Sector Equality Duty

- 2.21. The Public Sector Equality Duty requires public authorities to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. The Council has undertaken and publicised an Equality Impact Assessment of the Deposit Draft RLDP [SD71] to ensure that such issues have been considered throughout the Plan preparation

process. I am satisfied that this evidence demonstrates that the RLDP, as amended, would, when adopted, promote equality and diversity and would not adversely affect or discriminate against any people who are protected under the Equality Act 2010.

The Well-Being of Future Generations (Wales) Act 2015

- 2.22. The Well-Being of Future Generations (Wales) Act 2015 (WBFG Act) sets out a duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle.
- 2.23. The Council has undertaken a compatibility assessment of the RLDP’s Vision, Objectives and Strategic Policies against the requirements of the Bridgend Wellbeing Plan [SD42]. The assessment explains the implications of the Wellbeing Plan for the RLDP and how it addresses these requirements. The findings of the assessment make clear that, overall, the requirements of the Bridgend Wellbeing Plan have been embedded into the RLDP. In light of the evidence presented, I am satisfied that it complies with the overarching principle of the Bridgend Wellbeing Plan and, as such, will contribute towards improving the economic, social, environmental and cultural well-being of Wales.

Conclusion

- 2.24. Accordingly, the legal and regulatory preparation requirements have been satisfied.

3 Strategic Framework

Vision and Objectives

- 3.1 Bridgend County Borough lies at the geographical heart of South Wales. It has a land area of some 25,500 hectares and is bordered by Neath Port Talbot, the Vale of Glamorgan and Rhondda Cynon Taf. The County Borough is characterised by mixture of vibrant towns, small rural settlements, rich and varied biodiversity, and spectacular upland, lowland and coastal landscapes.
- 3.2 The RLDP, subject to **MAC 002** and **MAC 003** which correctly explains its relationship with the requirements of FW and the emerging Strategic Development Plan for South-East Wales, provides a clear and succinct description of the main social, economic and environmental characteristics of the County Borough and the national, regional and local policy framework that will influence its development over the plan period.
- 3.3 A series of key issues and drivers which need to be addressed in the Plan, have been identified in Chapter 3 of the RLDP. The key issues and drivers are subdivided into national, regional and local matters and relate to issues such as the economy, regional development, tourism, affordable housing, climate change, transportation and the built, historic and natural environment.
- 3.5 The RLDP Vision has been informed by the key issues and drivers and is specifically designed to integrate the Plan with the requirements of the Bridgend Local Wellbeing Plan, the WBFG Act, the National Sustainable Placemaking

Outcomes, and the thematic priorities within FW and PPW. In doing so, the Vision sets out a framework which seeks to use placemaking to deliver sustainable economic and spatial outcomes [SD34, paragraph 2.1].

- 3.6 To achieve the Vision, the RLDP sets four Strategic Objectives which seek to: create sustainable places (Placemaking), create active, healthy, cohesive, inclusive and social communities (**MAC 001**), create productive and enterprising places and protect and enhance distinctive and natural places. These objectives are underpinned by 35 Specific Objectives which have been devised to address the social, cultural, environmental, and economic well-being identified in the key issues and drivers.
- 3.7 I am satisfied that the Vision and the Strategic / Specific Objectives address the key issues and drivers, are locally distinct, consistent with national policy and set an appropriate framework for the Plan strategy, policies and allocations.

Growth and Spatial Strategy

- 3.8 Building on the evidence prepared to support the Adopted Local Development Plan (ALDP), a number of different strategy options were considered as part of the RLDP plan making process. These strategies were:
- **Option 1** - Continuation of the Existing LDP Regeneration Strategy
 - **Option 2** - Public Transport Hubs and Strategic Road Corridors Strategy
 - **Option 3** - Prioritise Growth to the North of the M4 (Valleys Strategy), and
 - **Option 4** - Regeneration and Sustainable Urban Growth-Led Strategy.
- 3.9 The background to, and detailed analysis of, the identified options is outlined in Background Paper 3: Spatial Strategy Options [SD36] and further tested through the SA process. The analysis clearly demonstrates that the Regeneration and Sustainable Urban Growth-Led Strategy, which is a hybrid of Options 1, 2 and 3 was the best option to align with the vision and objectives and delivering growth through the application of sustainable placemaking principles [SA88 - SA of LDP Pre-Deposit, section 6.2].
- 3.10 The RLDP’s strategy has two distinct elements: a growth strategy which seeks to meet the need for new market and affordable housing, employment related development, infrastructure and services; and a spatial strategy which seeks to distribute new development and regeneration opportunities in a proportionate and sustainable manner throughout the defined settlement hierarchy. The strategy is accompanied by a Strategic Diagram which identifies the growth and regeneration strategy areas, the main urban centres, the transportation network and linkages with the wider region.

The Growth Strategy

- 3.11 Policy SP1 sets out a sustainable Growth Strategy for the RLDP. The Strategy seeks to ensure 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 and Swansea Bay Regions [SD1, paragraph 4.3.23].

- 3.12 To achieve this the Growth Strategy, through the application of Strategic Policies SP1, SP2, SP6 and SP11 propose to make provision for: 68.8 hectares of employment land which is intended to accommodate 7,500 additional jobs (**MAC 019** and **MAC 056**); and 8,628 new dwellings to meet a housing requirement (HR) figure of 7,575 new market houses and 1,711 new affordable houses (**MAC 009**).
- 3.13 In doing so, it is anticipated that the Growth Strategy will lead to more established working aged households remaining in, and relocating to, the County Borough and result in an overall increase in the population by the end of the Plan period. This increase will assist in counter-balancing the problems of an economically inactive and aging population that currently exist in the County Borough and promoting sustainable growth that would deliver new jobs and deliver new market and affordable houses in the plan area.
- 3.14 The level of growth identified in the RLDP is based on the findings of evidence produced specifically to inform the development of the Plan and is consistent with the requirements of FW and national guidance.
- 3.15 Further consideration will be given to the scale and delivery of housing and employment growth in subsequent chapters of this report.

The Spatial Strategy

- 3.16 The spatial element of the Strategy is set out under Policy SF1 and provides a framework which seeks to realise the Council’s regeneration aspirations and priorities whilst balancing the need for future housing and employment growth over the plan period. In doing so, the strategy seeks to distribute regeneration and sustainable growth to those settlements that are the most capable of accommodating further development.
- 3.17 To provide spatial expression for these different requirements, the strategy identifies following sub-areas:
- **Regeneration Growth Areas** – in which priority will be placed on delivering sites that need regeneration and investment. This area includes long-term regeneration sites within the settlements Porthcawl, Maesteg and the Llynfi Valley.
 - **Regeneration Areas** – which includes settlements in the Garw and Ogmore Valleys where emphasis will be placed on beneficial community-based regeneration and investment; and
 - **Sustainable Growth Areas** – where development will be focused on those settlements, such as Bridgend, Pencoed, Pyle, Kenfig Hill and North Cornelly, which are conducive to logical urban expansion and transit orientated development.
- 3.18 A key component of the spatial strategy is the definition of a three-tiered settlement hierarchy for the County Borough. The Settlement Assessment Study [SD 91] explains that the hierarchy in the RLDP, which comprises a primary key settlement, main settlements and local settlements, was defined following consideration of the main socio-economic characteristics of each of the settlements within the Plan

area. The assessment process, which is based on the South-East Wales Strategic Planning Group methodology, is broadly framed around the following three key principles and weighted to represent its importance in national policy:

- **Principle 1** - focuses on sustainable transport and accessibility on the basis that its provision reduces the need to travel by car and enables access to a wider range of amenities.
- **Principle 2** - considers the availability of facilities and services in an area as this reflects the need for residents of a settlement to travel to access amenities. It also considers whether the current provision of facilities can meet the needs of the existing and future population, and
- **Principle 3** - relates to employment provision, as the presence of a range of employment types in or around a settlement can be used to measure the economic sustainability of an area and reduce commuting distances.

- 3.19 The principles were scored, and the settlements were then ranked with those with the highest number of points at the top of the hierarchy. In doing so, some adjustments were made to the definition of the main settlements to allow for the geographical factors and the grouping of smaller settlements.
- 3.20 Bridgend has the best access to sustainable transport, the largest number of facilities and services and greatest range of employment uses. As a consequence, it has, correctly, been identified as the only Primary Key Settlement in the Plan area. Having regard to its role in the County Borough and the wider Region, and taking account of its potential, it is justified that around 40% of the Plan’s allocated housing and 72% of the allocated employment growth will be constructed in this settlement over the Plan period [SD91, Section 6, MAC 009 – Table 7 and MAC 019].
- 3.21 Main Settlements include Maesteg, Pencoed, Porthcawl, the combined settlement of Pyle, Kenfig Hill and North Cornelly and the Valleys Gateway which comprises Aberkenfig, Bryncethin, Brynmenyn, Coytrahen, Sarn, Tondu and Ynysawdre. In combination these settlements are intended to accommodate 4,807 new dwellings on allocated sites and will provide approximately 18.6 hectares of land for new employment related development over the plan period. Although more limited in terms of size and facilities than the primary key settlement, the main settlements offer a good range of facilities and act as service centres for their own and surrounding communities. It is therefore appropriate that these settlements have been identified as capable of accommodating further growth [SD91, Section 6].
- 3.22 Sixteen settlements have been identified as being ‘*Local Settlements*’. These have populations of between 1,252 and 7,452 and have good to limited access to public transport, active transport routes, services, facilities and employment uses. Proposed new housing and employment development are small scale and will be accommodated through the delivery of windfall sites and the use of existing employment related sites over the plan period [SD91, Section 6, MAC 009 – Table 7 and MAC 020].
- 3.23 To ensure the effective management of urban areas the RLDP identifies settlement boundaries for each of the towns and villages contained in the hierarchy. The boundaries are intended to allow the primary, main and local settlements to grow in

a sustainable and controlled manner, assist in urban regeneration and protect the countryside from encroachment.

- 3.24 The settlement boundaries were based on those designated in the ALDP and refined following a detailed review process. The review included:
- a desktop study that looked factors such as findings of the Settlement Assessment Study [SD91], GIS mapping, recent planning permissions and the policies and proposals in the emerging RLDP; and
 - a series of site visits, which allowed for detailed on the ground assessments of the form and character of the settlement.
- 3.25 The findings of the review process resulted in the amendment of four settlement boundaries, those of Bridgend, Pencoed, Pyle, Kenfig Hill and North Cornelly and Pont Rhyd-y-Cyff, Llangynwyd and Cwmfelin to allow for the inclusion of small scale and allocated sites [SD92 Settlement Boundary Review].
- 3.26 Overall, I am content that the RLDP’s Spatial Strategy is based on robust and credible evidence, will provide a positive framework for the delivery and distribution of sustainable development and regeneration activities in the Plan area and is consistent with the requirements of FW and national policy.

Strategic Development Sites

- 3.27 To assist in the delivery of the Growth and Spatial Strategy, Policy SP2 allocates land at five SDSs for a mixture of large scale residential, retail and leisure development. The sites, which are located at Porthcawl, South of Bridgend, West of Bridgend, East of Pencoed and East of Pyle, Kenfig Hill and North Cornelly, will account for approximately 86% of the Plan’s allocated housing and 403 sqm of retail development. In addition to the allocated uses, the development of the SDSs will also be required to make a contribution towards the delivery of required highway works, the provision of active travel routes, affordable housing, leisure and recreational uses, new educational facilities, the maintenance and enhancement of biodiversity and green infrastructure. Evidence in relation to the allocated uses of the SDSs and the deliverability of associated infrastructure is contained in the Plan-Wide Viability Assessment [SD81], the Potential SDS Independent Viability Assessment Report [SD82], Demographic Analysis and Forecast Report [SD67], LDP Demographic update Addendum [SD68], Retail Study [SD85], Strategic Transport Assessment [SD95] and the Infrastructure Delivery Plan [SD77].
- 3.28 The policy framework for the sites is provided by Policies PLA1 – PLA5. Each of the policies outlines a set of site-specific Masterplan Principles and Development Requirements. The Masterplan Principle address the relevant placemaking requirements for SDS including those in relation to matters such as connectivity, the design and location, density, and layout of the built development, transport and accessibility and green infrastructure. Whilst Development Requirements, sets out matters such as the detailed quantum of development including the provision of affordable housing and educational facilities, green infrastructure and outdoor recreation facilities, highway improvements, the maintenance and enhancement of biodiversity, the retention of existing trees and hedgerows and mitigation measures

to reduce the impact of the SDS on the assets of natural, historic or landscape value.

- 3.29 In addition, to provide necessary clarity about the nature and scale of the SDSs, **MAC 007** and **MAC 008** correctly amend the Plan to provide a detailed masterplan for each site which illustrate the indicative layout of the proposed land uses, pedestrian and vehicular access and the location of areas of biodiversity and green infrastructure, and to provide updated information about the delivery of the SDSs.
- 3.30 A detailed analysis of each of the SDSs is provided in Section 6 of this report.
- 3.31 Overall, I am content that the policy framework for the SDSs, is clear, based on robust and credible evidence and consistent with the requirements of FW and PPW particularly in respect of issues such as placemaking, green infrastructure and the maintenance and enhancement of biodiversity.

Strategic Policies

- 3.32 The RLDP sets out strategic policies which deal with a range of topics, including good design and placemaking, climate change, sustainable transport and accessibility, sustainable housing, Gypsy, Traveller and Showpeople sites, employment land, retail and commercial centres, mineral resources, waste management, tourism renewable and low carbon energy and conservation and the enhancement of the natural environment. The combination of these policies provides a clear and detailed framework for the management and delivery of development in the County Borough over the Plan period.
- 3.33 An assessment of each of the strategic policies is provided under the relevant section of this report.

Supplementary Planning Guidance

- 3.34 The RLDP as submitted, provides no substantive detail about the production of Supplementary Planning Guidance (SPG) documents to support the policies and proposals of the Plan. To ameliorate this, MAC 005 correctly proposes to amend the RLDP to include a table setting out a prioritised list of the SPG to be produced and the indicative timescales for preparing the documents. The SPGs will cover topics such as affordable housing, education facilities, outdoor recreation facilities biodiversity, planning obligations, design, development in the countryside, employment, green infrastructure, flood risk, health and well-being, parking, renewable energy and decarbonisation, masterplans and trees and development. The SPG would be prepared over a 6 to 24-month period following adoption of the Plan.

Conclusion

- 3.34 Subject to the recommended changes, I conclude that the vision, objectives and strategy are soundly based, consistent with the requirements of national planning policy and conform to FW.

4 Good Design and Sustainable Placemaking

Good Design and Sustainable Placemaking

- 4.1. PPW, paragraph 3.3 explains that “*Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places*”. The Good Design and Placemaking Chapter of the RLDP, seeks to manage the interrelationship between design and placemaking to ensure that all new development in the County Borough makes a positive contribution to its social, economic, environmental and cultural well-being. In doing so, the Chapter provides a policy framework which addresses the issues of good design and placemaking, the development of mixed-use SDSs, climate change and sustainable transportation and accessibility.
- 4.2. Policy SP3 of the RLDP provides the mechanism for ensuring that all new development contributes to creating high quality, attractive, sustainable places that support active and healthy lifestyles and enhance the community in which people live. To achieve this, the policy requires that proposals demonstrate that they align with the principles of good design and that a sustainable approach has been taken to placemaking. The policy sets out detailed criteria which, amongst other things, seek to manage the design, scale, density, use, accessibility and impact on matters such as biodiversity, the water environment, residential amenity and social and community infrastructure. To ensure that the framework set out in the policy is comprehensive and consistent with FW, **MAC 006 and MAC 025** are necessary to amend Policies SP3 and COM14 to explain the importance of highspeed digital infrastructure.
- 4.3. Subject to MAC 006, I am content that Policies SP3 provides a constructive framework which will ensure that all new development in the Plan area meets the requirements of the National Sustainable Placemaking Outcomes and contributes positively towards the achievement of the well-being goals.

Mitigating the Impact of Climate Change

- 4.4. The framework for mitigating the impacts of climate change is provided by Policy SP4. In order to do so, the policy requires that all development makes a positive contribution towards tackling the causes of, and / or adapting to, the impacts of climate change by ensuring that proposals: reflect sustainable transport and access principles; have low / zero carbon energy requirements; utilise local materials and supplies; encourage the development of renewable and low / zero carbon energy generation; are of a design that helps wildlife and habitats adapt to climate change and assists in cooling the urban environment; uses resources more efficiently; and directs development away from areas of flood risk. To ensure certainty about the application of the policy, **MAC 004** is necessary to make clear the national policy requirements contained in TAN 15 and the accompanying Flood Maps for Planning in respect of climate change.
- 4.5. Based on the submitted evidence and subject to MAC 004, I am content that the approach to mitigating the impact of climate change is robust and consistent with the requirements of national policy.

Sustainable Transport and Accessibility

- 4.6. PPW, paragraph 4.1.6 requires that development plans should provide an integrated planning and transport strategy that sets out how Local Planning Authorities (LPAs) will:
- Integrate and co-ordinate sustainable transport and land use planning;
 - Facilitate and promote accessibility for all.
 - Improves physical and digital connectivity;
 - Reduce the need to travel;
 - Reduce dependency on private vehicles;
 - Prioritise and support walking, cycling and use of public transport.
 - Support the uptake of ultra-low emission vehicles.
 - Reduce transport related airborne pollution, and
 - Facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.
- 4.7. The framework for the management of sustainable transport and accessibility in the RLDP is provided by Policies SP5, PLA6, PLA7, PLA8, PLA9, PLA10, PLA11 and PLA12. The combination of these policies seek to: ensure new development is located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to goods and services; direct development to transportation corridors, so that any impact on the transportation network can be assessed and, if necessary, mitigated; restrict development to the west of the railway line in Pencoed; safeguard land for the implementation of a series of strategic transportation improvement schemes; maximise the opportunities presented by the public rights of way network; safeguard disused railway lines; outline parking standards; and make provision for active travel requirements.
- 4.8. Concern has been expressed that the requirements of Policy PLA7 place an unreasonable restriction on development to the west of the railway line in Pencoed. However, it is clear from the evidence presented that the highway network surrounding the level crossing in Pencoed is operating at maximum capacity and that any additional development in the area would exacerbate this situation to an unacceptable level. The Council acknowledge that works to improve capacity issues could be carried out but that the available solutions are subject to constraints which would need to be overcome through further assessment and design work and would require collaboration of several statutory undertakers. In addition, the Council have explained that the cost of carrying out the improvements is estimated to be in excess of £9,857,828 and that there is currently no committed funding for the scheme [SD48 Background Paper 16 – Development West of Pencoed Railway Line and the Council’s Statement for Hearing Session 6]. Based on the submitted evidence I concur with the Council’s view that Policy PLA7 is necessary to manage the highway capacity issues in Pencoed over the Plan period.
- 4.9. Policy PLA11 provides the mechanism for the management of vehicular parking within new development. To ensure appropriate application and currency, **MAC 035** is necessary to amend Policy PLA 11 and its reasoned justification to include

reference to electric and ultra-low emission cars and to ensure that high trip generating development is situated in sustainable locations.

- 4.10. The policy framework in respect of Sustainable Transport and Accessibility is, subject to MAC 035, consistent with the requirements of national policy and therefore supported.

Conclusion

- 4.11 Overall, I am content that the RLDP requirements for design and sustainable placemaking, the mitigation of the impacts of climate change, and sustainable transport and accessibility are supported by robust and credible evidence and consistent with the requirements of national policy.

5. Active, Healthy, Cohesive, Inclusive, and Social Communities – Housing and Community and Social Infrastructure

Housing Provision

- 5.1 PPW, paragraphs 4.2.6 – 4.2.7, are clear that the latest Welsh Government local authority level household projections for Wales along with the latest local housing market assessment and the Wellbeing Plan for the area form an important part of a Plan’s evidence base. These documents together with an assessment of any other key evidence in relation to matters such as the relationship between jobs and homes, the provision of affordable housing etc, will assist in determining an appropriate strategy for the delivery of housing in the Plan area. The statistical data contained in the household projections only provide estimates of the future numbers of households that would be required should past trends continue or if assumptions about household characteristics and composition are realised. The projections do not take into account local or national policy considerations and assumptions relating to matters such as migration and household formation rates which can significantly influence the outcomes. In this regard, it is for authorities to consider whether the various elements of Welsh Government projections are appropriate for their local area and, if not, undertake a modelling exercise which can be clearly evidenced to justify a departure.
- 5.2 The 2018-based Population Projections for the County Borough, which includes 2019 data, indicate that the population has grown by 18,314 to 147,049, an increase of just over 14% between 2001 - 2019. This level of growth is attributable to high levels of in-migration from the neighbouring authorities in the South-East Wales region and from returning students returning after graduating from university. The projections indicate that much of this growth has been in the older age-groups (65+ yrs), with only limited growth experienced in the working age population (16 - 65 yrs) and children (0 - 15 yrs), in the County Borough. The 2018-based Household Projections show a projected increase of 5,401 or +8.7% in the number of households over the Plan period. This growth is mainly in 1, 2 and 3 person households, with the number of larger 4 and 5 + person households remaining largely unchanged [SD68 LDP Demographics Update Addendum, Section 2 and 3].

- 5.3 The Council recognise that in light of these trends, the conversion of the household projections without an adjustment for local circumstances, would result in a relatively low HR figure and that this would perpetuate the problem of an increasingly aging population and, as a consequence, have a negative impact on the economy of the County Borough. To address this and meet the RLDP spatial strategy the Council commissioned the Demographic Analysis and Forecast Report (2019) [SD67], which has been updated by the LDP Demographics Update Addendum (2020) [SD68] to take account of the 2018-based population projections. In addition to the 2014- and 2018-based principle-projections the studies tested eight additional demographic and dwelling-led scenarios to determine the most appropriate approach to growth for the RLDP. For all scenarios, household and dwelling growth were estimated using assumptions from the Welsh Government 2018-based household projection model and the 2011 census dwelling vacancy rate of 4.8% for the County Borough.
- 5.4 Based on the findings of the studies it was concluded that the PG-Short Term scenario, which has an Office for National Statistics 2019 Mid-Year Estimates base year and calibrates its migration assumptions from a 6-year historical period (2013/14 – 2018/19), was the most appropriate option and would lead to more established households, particularly around the 35 - 44 age group, remaining within and moving into the County Borough. This increase in the working age population was considered to be appropriate to support a balanced and sustainable level of growth in the housing and economic markets. The application of the PG-Short Term scenario results in a HR of 7,575 dwellings over the Plan period, an uplift of 1905 dwellings or 33% above the 2018 principal projection [SD68 LDP Demographics Update Addendum, section 3 and 4].
- 5.5 I am content that the approach taken to the definition of the HR figure has been undertaken in a considered manner, has had regard to both demographic and specific evidence for the County Borough, and, as a consequence, is robust.

Housing Supply

- 5.6 Policy SP6, as submitted, provides the framework for the delivery of the HR figure of 7,575 over the Plan period. In order to deliver this requirement and to promote the creation and enhancement of sustainable communities, the policy identifies a Housing Supply (HS) of 9,207 new dwellings. The HS is made up of:
- 1,402 dwellings on large and small sites that have been completed since 2018.
 - 1,084 dwellings on large sites with planning permission (including those under construction).
 - 5,661 dwellings on new housing allocations.
 - 440 dwellings on large windfall sites, and
 - 620 dwellings on small windfall sites.
- 5.7 Sites with planning permission account for approximately 12% of the HS in the submitted RLDP. To ensure that the sites included in the HS are deliverable during the plan period, the Council conducted a review of all the sites with planning permission for residential development in the County Brough. Of the 68 sites reviewed, 28 were either found to have lapsed permissions or no evidence was

presented by the landowner to demonstrate that the development would come forward in the Plan period. As a consequence, these sites were discounted. The remaining 40 sites were included in the supply [SD37 Background Paper 37: Housing Trajectory, AP2.2 and AP2.3]. Based on the evidence presented, I am content that the sites with planning permission figure contained in the HS is robust and the sites are deliverable during the Plan period.

- 5.8 In order to meet the HR, Policy COM1, as correctly updated by **MAC 047**, allocates land for residential development at five SDSs, five housing allocations and on two long-term regeneration sites. The regeneration sites require remediation works to be carried out and may not be deliverable during the Plan period and therefore the dwellings allocated on these sites are not included in the HS. Of the 4,857 dwellings allocated in the submitted Plan, 4,172 or approximately 86% would be built on the SDSs with the remaining 685 dwellings to be constructed on housing allocations. To provide certainty Appendix 3, as updated by MAC 008 outlines the development and delivery requirements for each of the housing allocations.
- 5.9 During the course of the Examination, it became clear that the Land at Parc Afon Ewenni site, which was allocated under Policy COM1(1) for 685 dwellings, was subject to significant flood constraint. As a consequence, the Council has proposed the deletion of this site (**MAC 046** and **Map MAC 046**). Based on the evidence presented and requirements of national policy in relation to flood risk, I agree that the allocated site is constrained and should be deleted.
- 5.10 The deletion of the Land at Parc Afon Ewenni site, together with the scale and level of reliance placed on the delivery of the SDSs, has given rise to concerns that there may be a shortfall in the HS over the Plan period. To address these concerns and ensure that sufficient flexibility exists within the HS, the Council proposes the allocation of land at the Former Cooper Standard Site, Ewenny Road, Maesteg, which had originally been identified as a long-term regeneration site, for the construction of 205 dwellings during the Plan period. In support of the allocation detailed evidence has been submitted which makes clear that the funding necessary to carry out remediation works at the site has been secured, any constraints can be effectively addressed, and the development can be delivered in the Plan period (M2(14), M2(15a) and SD243-266). In light of the evidence presented, I am content that the allocation of land at the Former Cooper Standard Site, Ewenny Road, Maesteg, as proposed by **MAC 047**, is necessary to ensure the robustness of the HS and based on comprehensive and credible evidence which clearly demonstrates the deliverability of the site.
- 5.11 The windfall element of the supply provides for 1,060 dwellings to be constructed on unallocated sites during the Plan period. This comprises 620 dwellings on small windfall sites to be constructed between 2023 and 2033 and 440 dwellings to be constructed on large windfall sites over the same period. This equates to an annual delivery rate of approximately 44 dwellings on large and 62 dwellings on small sites. This allowance has been calculated having regard to the historic trend data in respect of completions on large and small windfall sites over the period 2006 to 2021 [SD37, section 5]. In addition to the trend data, evidence contained in the Urban Capacity Study (2022) [SD97 sections 3 and 4], which analyses of the potential for new housing development to take place on unallocated sites throughout the County Borough, demonstrates that there is sufficient scope within the

designated settlement boundaries to accommodate the development of additional small and large windfall sites over the Plan period.

- 5.12 Updated monitoring data, provided in response to AP2.5 and AP 2.6, indicates that since the submitted base date: the number of completions has increased from 1,402 to 1,998 dwellings; there was a reduction in the number of dwellings on sites with planning permission, which includes those under construction, from 1,084 to 801; the number of dwellings on SDSs has, because of adjustments in site capacity, reduced from 4,504 to 4,172; the number of dwellings on NSSs has decreased from 1,157 to 685; and the total number of dwellings to be delivered from windfall sites has fallen from 1,060 to 972 dwellings. The revised figure shows a decrease in the overall HS from 9,207 to 8,628 dwellings. A total reduction of 579 dwellings.
- 5.13 Inherent in the HS figure is the provision of a flexibility allowance. Subject to MAC 046 and MAC 047, the flexibility allowance would be reduced from 20 to 14%, which equates to the provision of 1,053 dwellings. Although I note the scale of this reduction, I am mindful that the supply of housing would still exceed the HR by a level of provision equivalent to the Plan’s anticipated annual build rate for a period of 2 years. This, coupled with the with the robust analysis of past and future build rates provided in the Background Paper 37: Housing Trajectory [SD37], provides clear and convincing evidence that the HR can be delivered in the manner envisaged over the Plan period.

Housing Distribution and Delivery

- 5.14 The RLDP through Table 7, as correctly amended by **MAC 009**, outlines the distribution of new housing development in the County Borough as follows:

Strategy Area	Tier	% Distribution of Housing (approx)
Bridgend Sustainable Growth Area	1	40%
Maesteg and the Llyfi Valley Regeneration Area	2	11%
Porthcawl Regeneration Growth Area	2	13%
Pencoed Regeneration Growth Area	2	10%
Pyle, Kenfig Hill and North Cornelly Growth Area	2	13%
Valley Gateway	3	8%
Local Settlements (Outside of Growth Areas)	3	4%

- 5.15 As the table shows, Tier 1 and 2 settlements would be the primary focus of new housing development with 3,481 dwellings constructed in Tier 1 and 4,095 dwellings constructed in Tier 2 settlements over the Plan period. Provision within these settlements would, primarily, be based on a combination of committed and

allocated sites. Whilst the delivery of new housing in the other tiers of the hierarchy would largely be dependent on the development of small and large windfall sites. As a result of the proposed deletion of the Land at Parc Afon Ewenni, Bridgend (MAC 046) concerns have been expressed that the proposed reduction in the number of dwellings to be constructed in the Tier 1 settlement of Bridgend would adversely impact on the delivery of affordable housing intended to meet the needs of the settlement. Whilst I note these concerns, I am mindful that Policy SP6 provides a Plan-wide target for affordable housing and that any reduction in the supply of private market and affordable housing to meet the needs of the County Borough would be addressed by additional provision in the Tier 2 settlement of Maesteg. Consequently, I am content that this approach taken in the RLDP, as amended by the MACs, would ensure a realistic and balanced distribution of market and affordable housing, and fully accord with the requirements of the Plan’s Spatial Strategy.

- 5.16 In order to meet the HR figure of 7,575 dwellings, 505 dwellings per annum would need to be constructed in the County Borough throughout the Plan period. Evidence contained in the Background Paper 4: Housing Trajectory [SD37], which was developed by the Council in partnership with the Housing Trajectory Stakeholder Group, provides an overview of the scale, composition, and timing of new housing development over the Plan period. Subject to MAC 009, the trajectory indicates that between 2018 and 2023 1,998 dwellings were constructed, that between 2023 and 2028 and 2,838 dwellings are projected to be constructed and between 2028 and 2033 a further 3,792 dwellings are expected to be constructed. The growth in delivery rate anticipated in the trajectory would result in the average build rate increasing from nearly 400 dwellings per annum in the first five years of the Plan period to 758 dwellings per annum in the last five years (MAC 009). This increase is attributable, primarily, to construction taking place on all five of the SDSs between 2028 and 2033. Although ambitious, I am satisfied that the trajectory is based on the best available evidence and represents a well-considered and realistic assessment of the likely build rate in the County Borough over the Plan period.

Other Housing Policies

- 5.17 The issue of residential density is addressed in Policy COM6. The submitted policy does not provide a benchmark dwellings per hectare (DPH) figure and consequently lacks the certainty necessary to ensure its requirements are achieved. To ameliorate this, **MAC 010** correctly revises Policy COM6 and its reasoned justification to include a requirement that seeks to ensure that residential development is constructed at a density of 50 DPH and explains that the proposed density figure complies with the requirements of FW. In doing so, the Policy makes clear that 50 dph is a starting point and that lower density development may be acceptable where it can be demonstrated that a site is constrained, would have an adverse effect on the character and appearance of the area or there is lack of choice in housing types within a local community. Overall, I am satisfied the approach taken is clear, consistent and conforms with the requirements of national planning policy.
- 5.18 Policy COM7 provides the mechanism for the assessing proposals for the conversion of existing buildings into houses in multiple occupation (HMOs). The

policy as drafted lacks precision and does not provide sufficient clarity about its requirements in relation to the cumulative impact of HMOs on area or on individual properties. In order to address these issues and provide greater certainty, **MAC 011** is necessary to amend Policy COM7 and its reasoned justification to make clear that development proposal should not lead to more than 10% of all residential properties within a 50m radius of the proposal being HMOs or have an adverse impact on residential amenity.

Health and Well-being and Infrastructure

- 5.19 The framework for health and well-being and the management of infrastructure in the County Borough is provided by the combination of: Policy SP8 which, correctly, seeks to reduce health inequalities, promote healthy lifestyles and encourage healthy choices by ensuring that development is supported by social and community infrastructure, active travel routes and green infrastructure; Policy SP9, that promotes the retention and enhancement of existing social and community infrastructure such as educational, health, recreational, leisure and community facilities; and Policy SP10 which, subject to **MAC 026**, requires that proposals for new development are supported by sufficient existing or new infrastructure including that relating to affordable housing, utilities, transport and economic development, educational, health and community facilities. The evidential basis for these policies is provided by a combination of the Health Impact Assessment 2020 [SD76], Green Infrastructure Study [SD72], Outdoor Sports and Childrens Playing Space Audit 2021 [SD80], Allotment Audit [SD57], the Infrastructure Delivery Plan [SD77] and Cwm Taf Morgannwg University Health Board Response to the RLDP [SD66].
- 5.20 Policy COM9 provides the mechanism for the management of existing and proposed community and social facilities. To ensure certainty about the application of the policy, **MAC 024** correctly amends criterion 2 to ensure proposals which would adversely affect or result in the loss of existing or proposed social and community facilities demonstrate that the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.
- 5.21 Requirements in relation to the provision of outdoor and recreational facilities are contained in Policy COM10 and supported by the findings of the Outdoor Sports and Childrens Playing Space Audit 2021 [SD80]. Subject to **MAC 012**, which is necessary to clarify the relationship between sustainable urban drainage systems, open space and habitat opportunities to deliver biodiversity net benefit, the policy is appropriate.
- 5.22 Policy COM11 provides the framework for the provision of natural and semi-natural greenspace in the County Borough. To ensure these objectives are achieved, the policy allocates land for the provision of 10 areas of natural and semi-natural greenspace in the Plan area. To provide greater clarity about the application of the policy, **MAC 014** and **Map MAC 013** correctly, propose: amendments to the reasoned justification of Policy COM11 to explain that enabling development at the Land off Waunscil Avenue, Bridgend (Policy COM11 (7)) could provide access to natural and semi-natural greenspace; and revisions to the delineation of the boundary of the allocated site on the proposals map to resolve any inaccuracies. Similarly, in order to ensure clarity in the application of Policy COM12, **MAC 027** is necessary to delete the reference to “*The Council*”.

5.23 In addition, to ensure the continued supply of burial land, Policy COM13 provides the policy framework for the provision of land for new cemeteries. In doing so, the policy, correctly, identifies and safeguards land at five sites distributed through-out the county Borough which will meet the needs for of the existing and future population.

Conclusion

5.24 For the above reasons, I conclude that, subject to the MACs, the provision and distribution of housing land set out in the RLDP is realistic, appropriate and founded on a robust and credible evidence. Moreover, the Replacement Plan’s housing trajectory is realistic and has a reasonable prospect of providing and sustaining an appropriate supply of housing land following through-out the Plan period.

5.25 Having had regard to the evidence presented I am also satisfied that, subject to the MACs, the Policy framework for health and well-being and infrastructure contained within the RLDP is clear, based on robust and credible evidence, consistent with the requirements of national policy and in general conformity with FW.

6. Allocated Sites

Site Assessment Process

6.1 The Council invited the submission of candidate sites for future development between September and November 2018. The invitation resulted in the submission of 171 sites, the majority of which were proposed for residential development, with others being promoted for employment / commercial uses, car parking, education facilities and open space [SD64 Candidate Site Assessment Report, Section 2]. These comprised a combination of newly promoted and undeveloped sites that were allocated in the ALDP. In addition, a further 5 sites were submitted at the Preferred Strategy Consultation stage [SD64, Appendix 5].

6.2 The sites were categorised and those identified as “*more appropriately considered by other mechanisms*” and “*small-scale candidate sites of less than 0.25 hectares*” were removed. No specific distinction was made between potential SDSs and NSSs and, as a consequence, all of the remaining candidate sites were assessed as part of the same process [SD64, section 3].

6.3 The candidate sites were subject to a four-stage assessment process. The assessment considered: whether the site met the RLDP’s vision, objectives and spatial strategy; the development potential of the sites particularly in terms of their deliverability, sustainability and suitability; feedback from appropriate specific consultation bodies; and, if the site accords with the objectives of the RLDP SA [SD90]. A key part of the process was an assessment of the physical and environmental constraints associated with the relevant candidate site, particularly in relation to matters such as the maintenance and enhancement of biodiversity, best and most versatile agricultural land (BMV), landscape value and the historic environment.

6.4 In addition, 41 sites that were previously allocated for employment related development in the ALDP were identified and assessed as part of the EEBS. This assessment considers a range of factors including the location of the site,

- constraints to development, the existing use, ownership and viability [SD69, Appendix B].
- 6.5 In total 147 sites were promoted for housing or mixed-use development. Following the four-stage assessment process, 133 sites were discounted because they failed to meet the RLDP’s vision, objectives and spatial strategy; or because the development potential of the sites, particularly in terms of deliverability, sustainability and suitability, had not been adequately proven [SD64, Appendix 3, 6 and 7].
- 6.6 Similarly, of the 51 sites identified for employment related development, 33 were discounted because they were either built out, required for the expansion of specific companies / uses, constrained, in an area of low demand for employment land and premises or because they were not required to meet the identified need [SD64, Appendices 3 and 4 and SD68, Appendix B].
- 6.7 The results of these assessments provide the evidential basis for the strategic, housing and employment allocations in the RLDP. The quantum of development on each allocation has been estimated having regard to the size of the site, the presence of constraints and the character of the surrounding area. The analysis of each of the allocated sites demonstrates that they meet the RLDPs vision, objectives and strategy, are available for development during the Plan period, not subject to significant constraints, and are economically viable [SD64, section 3.5]. In addition, the findings of the SA concluded that all the sites which passed the assessment process constituted reasonable alternative options and are therefore available for potential inclusion within the RLDP [SD90, Chapter 5 and SD90 (a) Appendix G].
- 6.8 On the basis of the written and oral evidence presented, I am satisfied that the analysis of the suitability and deliverability of sites has been undertaken in a rigorous and comprehensive manner which is consistent with the requirements of PPW, and that the allocated sites are largely free from significant constraint and capable of being delivered during the Plan period.

Strategic Development Sites and Non-Strategic Allocations

Porthcawl Waterfront, Porthcawl

- 6.9 Policies PLA1 and SP2(1) allocate land at Porthcawl Waterfront for large scale mixed-use redevelopment which includes high quality residential, educational, and commercial development, green infrastructure, transportation improvements and active travel routes. Policy PLA1 is amended by **MAC 044** and **Map MAC 043** which are necessary to provide certainty about the size of the site, housing capacity and delivery, development requirements particularly in relation to matters such as flood risk, green infrastructure, biodiversity enhancement and public transport.
- 6.10 The SDS comprises 41.32 hectares of brownfield land located in a prominent position on Porthcawl seafront. The site is currently occupied by a variety of land uses including the former Sandy Bay Caravan Park, Coney Beach Fairground, open space/recreation facilities and public car parking. The SDS, which includes land described by the Porthcawl Placemaking Strategy [SD118, section 2.2] as underutilised, has traditionally been a key element of the tourism industry in the town.

- 6.11 Opponents contend that the development of the SDS would place too much emphasis on the delivery of new housing and not enough on making Porthcawl a premier tourist resort. It is further suggested that this, coupled with the loss of car parking and tourism facilities, would significantly affect the economy of the town. Whilst I note these concerns, I am mindful that the scale of housing development proposed in the SDS is necessary to meet the HR contained in Policy SP6. Moreover, any loss in the provision of tourism facilities would be appropriately offset by the provision of new commercial, leisure and recreational facilities and public open space within the site. The nature, scale and distribution of these proposed uses would maximise the opportunity presented by the presence of significant areas of underused land in a prominent waterfront location and in doing so would make Porthcawl an attractive place to live, work and invest, with beneficial effects to the local economy.
- 6.12 With regard to public car parking, although I accept the development of the SDS would result in the loss of provision, it is clear from the findings of the Parking Surveys and Data Analysis for 2021/22 [AP8.7] that this reduction would not adversely affect the availability of spaces to meet demand during peak and off-peak periods for the greater part of the calendar year. Moreover, I am satisfied that any loss of provision would be offset, over time, by the provision of a new bus terminus in the town, the improvements in public transport that would be provided by the implementation of the Metro Plus project and by the planned replacement of the existing surface car park at Hillsboro Place with a Multi Storey car park.
- 6.13 The location of the site, immediately adjacent to the seafront, together with the information contained on the Flood Maps for Planning (July 2022), which showed the SDS and surrounding area as being within an undefended flood zone, has given rise to concerns that the development would be subject to tidal flooding. The Council’s Statement for Hearing Session 8 explains that the first iteration of the Flood Maps for Planning was incorrect and that the seafront of Porthcawl is protected by coastal flood defences that guard existing property against a 1 in 200-year tidal event. This error has been corrected in the November 2022 iteration of the Maps which correctly identifies the seafront area as a defended zone. As such all types of development, subject to the acceptability criteria and provided it is on previously developed land, can be constructed within the SDS. These comments are supported by the findings of the Strategic Flood Consequences Assessment [SD63] and Statement of Common Ground (SOCG) between the Council and NRW [SD99].
- 6.14 In addition, the Council explained that further defences intended to safeguard the existing community from flooding were being implemented and would complete by March 2023. The Council has subsequently confirmed that the defences have been constructed. To provide greater clarity around this issue, MAC 044 correctly amends Policy PLA1 to explain the nature of the flood risk and the provision of flood defence infrastructure in relation to the SDS [Council’s Statement for Hearing Session 8 Question (c)]. I am content that the approach taken is robust and demonstrates sufficiently that the SDS is not at significant risk of flooding and that any residual effects can be effectively addressed.
- 6.15 With regard to the impact on public open space and biodiversity, it is clear from the evidence provided by the Placemaking Strategy [SD118] and Ecological Assessment [SD107] that some areas of open space may be lost as a result of the

allocation and that this in turn could have an adverse impact on the ecology of the SDS. However, the evidence presented during the examination explains that these issues would be positively addressed through the development of the site. To ensure that these requirements are accurately reflected in the policy framework, MAC 044 correctly amends Policy PLA1 to explain that future development proposals would include a series of hard landscaped interconnected open spaces that would be centred around a new public square and contain tree planting, rain gardens and an integrated sustainable drainage solution that promotes biodiversity; and a green corridor that would extend some 7.3 hectares to connect Griffin Park to the Relic Dunes at Sandy Bay, and in doing so, create a series of green spaces that would enhance and protect biodiversity. This would result in improvements to the scale, form and distribution of formal and informal open space, and avoid harm to, mitigate and positively enhance biodiversity interests in the SDS.

- 6.16 Lastly, a number of representors have expressed concerns that the public consultation associated with the Deposit Draft RLDP failed to engage fully with stakeholders in Porthcawl. Whilst I note these concerns, for the reasons set out in paragraphs 2.3 – 2.4 of this report, I am satisfied that the approach taken to the consultation in during deposit period was comprehensive and accorded with the requirements of the CIS.
- 6.17 Overall, I am content that the proposed SDS allocation is sound.

Land South of Bridgend (Island Farm) and Craig y Parcau, Bridgend

- 6.18 The Land South of Bridgend (Island Farm) is a mixed-use sustainable urban extension which comprises large scale residential development, a new primary school with nursery provision, the relocation of the existing Heronsbridge Special Education Needs School, outdoor recreation facilities, leisure and ancillary commercial uses (B1) and active travel routes allocated under Policies PLA2 and SP2(2) of the RLDP. **MAC 045** and **MAC 048** are necessary to amend Policy PLA2 to provide certainty about the housing numbers and delivery, highway improvements, indoor leisure provision and biodiversity enhancement. Craig y Parcau is a NSSs allocated under Policy COM1(1) for a residential development of 108 units, as amended by MAC 047.
- 6.19 The SDS is located to the south of the primary key settlement of Bridgend and occupies much of the land between the A48, Bridgend Science Park, New Inn Road and the administrative boundary with the Vale of Glamorgan. The site, which measures nearly 50 hectares, comprises an area of scrub woodland in the northern section that forms part of the Island Farm Prisoner of War Camp Site of Important Nature Conservation (SINC), arable land and a small area of land which has been subject to ecological enhancement.
- 6.20 The Craig y Parcau site is located a short distance to the north-west of the SDS and comprises 6.6 hectares of grassland, scattered and dense scrub woodland. The site is bordered to the north by the A48 and south by New Inn Road and enclosed by a combination of hedgerows and trees.
- 6.21 Both sites are located within 5 km of the Kenfig SAC and close to the Glamorgan Heritage Coast and designations associated with the Merthyr Mawr Estate including a Conservation Area, Historic Park and Gardens, National Nature Reserve (NNR),

Site of Special Scientific Interest (SSSI), SINC, Landscape of Outstanding Historic Importance and the Warren and Coastline Special Landscape Area.

- 6.22 The SDS was allocated within the ALDP as a Strategic Employment Site and a mixed-use development comprising sport, leisure, commercial and office use. Outline planning permission for the allocated scheme was granted in 2012. A series of reserved matters consents associated with the development were granted for an indoor tennis centre, landscaping and ecological works, and highway and drainage infrastructure in 2015. The Council’s Statement for Hearing Session 9 explains that enabling works related to these consents were commenced in 2017 and, as a consequence, the planning permission for the approved development is extant.
- 6.23 Objectors to the RLDP contend that the Council has failed to properly take account of the potential impact of the development of the SDS and NSS on the ecological value of the sites and the surrounding area. In particular it has been suggested that: the ecological evidence supporting the SDS and NSS is inadequate and out of date; no consideration has been given to the need for connectivity between the designated sites both within and close to the allocations; insufficient thought has been given to the requirement for biodiversity enhancement; alternative site / schemes have not been properly addressed; and the HRA process undertaken in respect of the RLDP fails to provide a proper assessment of the LSE of the sites.
- 6.24 Ecological evidence presented in respect of the sites is contained in the Craig-Y-Parcau and Island Farm Ecological Appraisal (2020) [SD123]. The document, which is based on evidence collected from surveys conducted in 2009 which accompanied the outline planning application and updated by a walkover survey in 2020, provides an assessment of the sites’ ecological opportunities and constraints and makes recommendations for further surveys. The findings of the document indicate that the sites are capable of being developed provided this is undertaken in an ecologically sensitive way through careful scheme design and the use of mitigation measures. To inform the development of these schemes the appraisal recommends a range of surveys are undertaken including those relating to habitats, hedgerows, bats, dormouse, birds, otters / voles, badgers and great crested newts [SD123, section 2, 3, 4 and 5]. The approach taken in the appraisal is broadly similar to that of a Phase 1 Habitat Survey or Preliminary Ecological Appraisal and is in my view sufficient to inform the plan making process.
- 6.25 To ensure that the ecology of the SDS is fully considered throughout the planning application process, Policy PLA2 (11) requires the provision of ecological management plans which include proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat [MAC 048]. Similarly, Policy DNP6 requires that development proposals for the NSS are accompanied by ecological assessments and subject to the Stepwise approach. Taken together, I am satisfied that the policy framework provided by PLA2 and DNP6 would ensure that further assessment of the ecology of the site and surrounding area would be undertaken and that future development proposals for the sites would maintain and enhance biodiversity and assist in building resilient ecological networks.
- 6.26 Matters in relation to the consideration of alternatives and the HRA process are considered in paragraphs 2.5 – 2.7 and 2.8 – 2.20 of this report. For the reasons outlined, I am satisfied that the approach taken to the consideration of alternatives

and HRA process was comprehensive, accorded with the relevant legislation requirements and is consistent with the requirements of PPW and FW.

- 6.27 The SDS and the area surrounding the proposed allocations is of considerable heritage value. Particular concern has been expressed by representors about the failure of the Council to undertake a heritage assessment and the potential impact of increased vehicular activity close to New Inn Bridge, known locally as the Dipping Bridge, on the listed structure / Scheduled Ancient Monument.
- 6.28 Whilst I note these concerns, no detailed proposals for the development either of the SDS or NSS have been submitted and there is no requirement for heritage impact assessments to be undertaken as part of the LDP process. PPW does however, make clear the importance of protecting, conserving, promoting and enhancing the historic environment and, through paragraph 6.1.9, requires that any decisions made through the planning system should fully consider the impact on the historic environment, the significance and heritage values of individual historic assets and their contribution to the character of a place. These requirements are embedded in Policies PLA 2(a), SP3 and SP18 which, in combination, would in my view provide a robust framework for assessing detailed proposals and managing any impact arising from the future development of the SDS and NSS on historic assets.
- 6.29 The location of the SDS, on the southern fringe of the Bridgend and close to the Merthyr Mawr, Kenfig and Margam Burrows Landscape of Outstanding Historic Importance and the Merthyr Mawr Warren and Coastline Special Landscape Area, has led to concerns that the development of the site would have an adverse impact on the landscape and visual qualities of the area. Moreover, it is suggested that these concerns are compounded by the absence of any meaningful landscape evidence.
- 6.30 The Council’s Statement for Hearing Session 9 explains that although initial landscape evidence contained in the Landscape Matters Note [SD125] has been provided to the support proposed allocation of the SDS, a full landscape and visual impact assessment of the scheme would be required to accompany any future planning application (MAC 045). This requirement would ensure that a full assessment of the potential impact of the scheme on the wider landscape would be undertaken as part of the planning application process, with any necessary amendments to the scheme incorporated into the final iteration of the masterplan for the site. On the basis of the evidence presented, I am content that the approach to assessing the impact of the SDS on the landscape and visual qualities of the surrounding area is logical and robust and provides me with confidence that the expected quantum of development could be accommodated on site in a manner which would avoid harm to the site and surrounding area.
- 6.31 The area surrounding the SDS and NSS has an extensive PROW network, many of which traverse Merthyr Mawr Warren and provide access to the coast. It has been suggested that the construction of 788 dwellings on the SDS and 108 dwellings on the NSS would significantly increase the use of the PROW network resulting in damage to footpaths and disturbance to the surrounding habitats. To ameliorate this, it has been suggested that the scale of the development proposed at the SDS should be reduced and an appropriate programme for environmental management established. Whilst I note these observations, I am mindful that no substantive evidence has been presented that demonstrates that the proposed allocations

would unacceptably increase the use of the PROW network or have an adverse impact on the integrity of the footpaths. Should compelling evidence be provided during the planning application stage that supported this assertion then the Council could, in accordance with Policy SP3, seek appropriate revisions to the form and layout of the development and / or, contributions towards works intended to mitigate any adverse impact.

- 6.32 The location of the SDS and NSS, on arable land to the south of Bridgend, has given rise to concerns that proposed allocations would result in the loss of BMV. National Policy Guidance in respect of BMV is contained in PPW, paragraphs 3.58 and 3.59, which make clear that, because of its special importance, BMV should only be developed if either previously developed land or land in lower agricultural grades is unavailable and there is an overriding need for the development.
- 6.33 The findings of the Agricultural Land Classification Supplementary Note [SD121, paragraphs 19 and 20] and Background Paper 15: BMV Agricultural Land [SD48, section 8] indicate that 26 hectares of land within the SDS falls within Grade 2 and 3a, whilst 2.6 hectares of land within the NSS falls within Grade 3a, BMV. Further assessments contained in the documents demonstrate that the BMV within the SDS that is proposed for development is subject to an extant planning permission and that there are no suitable alternative sites in the County Borough. Consequently, the evidence indicates that there is an overriding need for the development of the SDS and NSS and that the development of the BMV on both sites is justified. Representations received from the Welsh Government Climate Change and Rural Affairs Directorate support these conclusions. [Council statement for Hearing Session 9, Question (p)]. Based on the evidence presented, I agree that, in this instance, the loss of BMV is acceptable.
- 6.34 With regard to transportation, objectors to the proposed SDS and NSS contend that the proximity of the sites to New Inn Road, which it is suggested is used extensively by pedestrians and cyclists, would result in an increase in vehicular movement along the highway and have a detrimental impact on safety for all road users.
- 6.35 Written evidence submitted to the examination, which includes the Strategic Transportation Assessment [SD95], Background Paper 24: Strategic Transportation Assessment [SD56], Transport Strategic Appraisal [SD131] and Transport Technical Note [SD132], assess the impact of the SDS and NSS on the local highway network. The findings of the studies indicate that access to the sites would be obtained via junctions on the A48 and B4625 Ewenny Road and that, subject to a significant junction improvement scheme at Ewenny Roundabout (A48 Bypass Road/B4265 junction), signal enhancements to the A483 Cowbridge Road / B4265 Ewenny Road / A473 Langenau Strasse / Nolton Street junction, and signal enhancements to the A473 / A48 Roundabout and the A473 Waterton Road / Brocastle Avenue / A473 Waterton Road / B4181 Coychurch Road junction, the traffic generated by the proposed allocations could be accommodated safely on the highway network. I am persuaded by these findings and conclude that the proposed allocations would not have an adverse impact on the safety of highway users on New Inn Road.
- 6.36 Based on the submitted evidence and for the reasons set out above, I am content that the proposed SDS on Land South of Bridgend (Island Farm) and NSS allocation at Craig y Parcau, Bridgend are sound.

Land West of Bridgend

- 6.37 Policies PLA3 and SP2(3) allocate the Land West of Bridgend SDS for a sustainable urban extension which comprises large scale residential development, a new primary school, recreational facilities and active travel routes. **MAC 049** and **MAC 050** are necessary to amend Policy PLA3 to provide certainty about housing delivery and development requirements particularly in relation to matters such as green infrastructure and outdoor recreation facilities, biodiversity enhancement, green buffers and site accessibility.
- 6.38 The SDS, which comprises 32 hectares of agricultural land, is located on the western fringe of the primary key settlement of Bridgend. The site is enclosed by a combination of trees and hedgerows and bordered to the north, south, east, and west by Llangewydd Road, High Street, Elm Crescent, Hill View and Tyla Lane. The north - eastern section of the site includes an area covered by the Laleston Meadows SINC. In addition, immediately to the north of the site boundary is the Llangewydd Church and Churchyard Scheduled Ancient Monument.
- 6.39 The scale and location of the SDS, on the urban fringe of Bridgend, has prompted concerns that the development of the site would promote the coalescence of the primary settlement with the smaller settlement of Laleston. Whilst I note these concerns, I am mindful that the SDS is located some distance away from the eastern boundary of Laleston and there is, when viewed from the surrounding area, a clear level of separation between the settlements. Moreover, I am content that the requirements of Policy SF1 which seeks to focus development within defined settlement boundaries would ensure that no development that would unacceptably erode this level of separation would be permitted over the Plan period.
- 6.40 The Masterplan [SD150] for the SDS indicates that the proposed development would be laid out in a largely linear form with vehicular access to the site afforded via a single point located on the A473. The position of this access point has given rise to concerns that the increase in traffic movements along the A road would exacerbate existing problems with air quality in the locality. To address these concerns the site promoters commissioned and submitted an Air Quality Assessment [SD135]. The Assessment conducted a detailed review of the existing air quality in and around the SDS and tested the impact of a range of different scenarios on 35 properties / receptors located within close proximity to the site. Overall, the Assessment concluded that the *“operational air quality effects of the proposed development are judged to be not significant”* [SD135, Section 7]. Based on the submitted evidence, I am content that the proposed development would not have an adverse effect on air quality in or surrounding the SDS.
- 6.41 To ensure sufficient educational capacity exists to meet the needs of future residents, Policy PLA3 outlines a requirement for 2.3 hectares of land to accommodate a 1.5 form entry primary school with a co-located nursery facility to be provided on the SDS and a financial contribution to be made for nursery, primary, secondary and post-16 education provision. Representors contend that no justification has been provided for the requirement for the primary school and that the need to reserve a 2.3-hectare site for the construction of the school is excessive. In response to AP10.3, the Council explained that: the size of school accords with the requirements of the Council’s current requirements; the reserve site takes account of the need for the school to make provision for nursery places; an additional land buffer has been added to the requirement as a contingency; and

the precise land take requirement and school size would be refined through the planning application process. In light of this, I am content that the framework provided by Policy PLA3 is appropriate, provides sufficiently flexible and will ensure that necessary provision is made to meet the future educational requirements arising from the SDS.

- 6.42 With regard to biodiversity and archaeological interests, although I note the concerns of representors, I am conscious that the findings of the Ecological Assessment [SD143 and 143(a)] and Archaeological and Heritage Assessment [SD137 and 138] indicate that only the northern section of the SDS, which is a designated SINC, is of local ecological and, potentially archaeological value. To ensure that these interests are appropriately managed through the development process, Policy PLA3, subject to MAC 050, provides a framework which seeks to: retain and provide suitable buffers to habitats and Laleston Meadows SINC; requires the provision of ecological management plans including proposals for appropriate compensatory and replacement habitat, mitigation, enhancement and maintenance for retained habitats and protected species; and positively integrate the Scheduled Ancient Monument into the SDS in a manner that preserves and enhances the archaeological remains as part of the wider site. In my view the approach taken in Policy PLA3 is robust and would sufficiently secure the protection and enhancement of key biodiversity and archaeological interests of the SDS.
- 6.43 Based on the evidence presented, and, subject to the proposed MACs, the allocation is sound.

Land East of Pencoed

- 6.44 The Land East of Pencoed SDS is a sustainable urban extension which comprises large scale residential development, a new primary school, outdoor recreational facilities and active travel routes allocated under Policies PLA4 and SP2(4) of the RLDP. **MAC 051 and MAC 052** are necessary to amend Policy PLA4 to provide certainty about housing numbers and delivery, highway improvements and biodiversity enhancement.
- 6.45 The SDS is located immediately to the east of the main settlement of Pencoed and occupies much of the land between the A473, Felindre Road and the administrative boundary with Rhondda Cynon Taf. The site comprises approximately 44 hectares of agricultural land set out over two parcels: the main site, which measures some 38 hectares, is located to the east of the A473 and, largely, encloses the Bridgend College Campus; and a smaller linear shaped area of land which lies between the eastern fringe of Pencoed and the A473. The site, which includes some 25 hectares of Grade 3a BMV, is enclosed by a combination of trees, hedgerows, and fencing.
- 6.46 The Masterplan [SD164, section 5] for the SDS indicates that the proposed residential development would be laid out on the agricultural field surrounding the College Campus, with recreational facilities provided on the smaller linear shaped area of land which lies between the eastern fringe of Pencoed and the A473. The location of the residential development surrounding the campus gives rise to concerns that the development of the site would result in the loss of BMV and, in doing so undermine the function of the Agricultural College.

- 6.47 The findings of the Agricultural Land Classification Report [SD158, Table 2] indicate that 49% or 25.6 hectares of the land sited around the College Campus is Grade 3a BMV. Further assessments, contained in Background Paper 15: Best and Most Versatile Agricultural Land [SD48, section 8] and the Agricultural Land Classification Supplementary Note [SD159, paragraphs 21 -24], demonstrate that there are no appropriate alternative sites for development in the County Borough and that there is an overriding need for the development, which further justifies the loss of BMV. In addition, the Council has drawn my attention to the Welsh Government’s Government Climate Change and Rural Affairs Directorate comments in respect of the Deposit Draft RLDP, which states that “*the Council has demonstrated a pragmatic approach to considering BMV loss in the context of national planning policy and on that basis, no objection is offered*” [Council Statement for Hearing Session 11 Question (a)].
- 6.48 With regard to the impact on the educational use of the site, I note from the statement submitted on behalf of Bridgend College that they have recently purchased approximately 39 acres of additional land close to the existing campus which it is intended would be used for any displaced elements of the curriculum [M11 (2), Question (a)]. On the basis of the evidence presented, I agree that, in this instance, the loss of BMV is acceptable, consistent with national policy and would not adversely affect the operations of the College.
- 6.49 Concerns have been expressed by representors that the scale of the SDS, which makes provision for some 804 dwellings, would place additional pressure on the amenities and facilities available to the existing residents of Pencoed and exacerbate problems with the capacity of primary and secondary schools in the locality. Whilst I note these concerns, I am mindful that the SDS is located within walking distance of a broad range of commercial, community and public transport facilities in the main settlement of Pencoed and that this, together with the resultant increase in the resident population of the settlement would, potentially, increase the viability of these services and in doing so ensure their retention. In addition, Policy PLA4 outlines a requirement for outdoor recreation facilities to be delivered in accordance with Policy COM10, 2.3 hectares of land to accommodate a 1.5 form entry primary school with a co-located nursery facility and a financial contribution towards nursery, primary, secondary and post-16 education provision. In light of this, I am content that the framework provide by Policy PLA4 is appropriate, would support existing services and ensure that necessary provision would be made for outdoor recreational and future educational facilities.
- 6.50 Overall, I am content that the proposed SDS allocation is sound.

Land East of Pyle

- 6.51 Policies PLA5 and SP2(5) of the RLDP allocate Land East of Pyle for a large-scale urban extension which includes residential development, two new primary schools, outdoor recreational facilities and active travel routes. Policy PLA5 is amended by **MAC 053** and **MAC 054** which are necessary to provide certainty about housing numbers and delivery, the phasing of development and biodiversity enhancement.
- 6.52 The SDS is located to the east of Pyle, bounded by the main Swansea to London railway line to the north, common land to the East, the M4 motorway to the South and the A4229 to the west. The site comprises approximately 100 hectares of agricultural land which is divided into two large parcels by the alignment of the A48.

The land, which rises gently up from the M4 towards the settlement of Pyle, is enclosed by a combination of trees, hedgerows and fencing. Pedestrian and vehicular access to commercial services / facilities and public transport is currently afforded via the A48. The SDS is located within 5 km of the Kenfig and Cefn Cribwr Grasslands SAC. In accordance with the requirements of PPW, the framework provided by Policy PLA5 correctly places emphasis on the need to retain existing trees and hedgerows, facilitate habitat creation and protect and enhance biodiversity.

- 6.53 Opponents of the proposed allocation contend that the SDS would exacerbate existing capacity problems on the M4 and surrounding highway network and that any delay in providing the new pedestrian and cycle bridge over the railway line would adversely impact on the delivery of safe active travel routes within and adjoining the site.
- 6.54 Although I note these concerns, I am mindful that the Strategic Transport Assessment [SD95] provides a detailed analysis of the impact of the proposed SDS on the surrounding national and local highway network. The findings of the assessment, which are compelling, indicated that, subject to highway improvements which include signalised enhancements at the A473 / B4622/Bright Hill and A483 Cowbridge Road / B4265 Ewenny Road / A473 Langenau Strasse/Nolton Street, the proposed development would not have an adverse impact on the capacity or safety of the highway network.
- 6.55 With regard to the delivery of the pedestrian and cycle bridge, I am satisfied that detailed oral and written evidence presented during Hearing Session 12 and contained in SP2(5) Land East of Pyle Pedestrian and Cycle Bridge Position Statement [SD182] demonstrates that significant preparatory work has been undertaken and that the Council, the site promoter and Network Rail are, in principle, in agreement about the possible design, siting, capital cost, maintenance and funding of the proposed structure. Moreover, I note that this evidence is supported by the findings of the Updated Financial Viability Appraisal Addendum – Strategic Sites [SD83, section 3] which makes clear that the proposed development is viable and capable of funding the new bridge.
- 6.56 In addition, it has been suggested that, because of the scale of the site and the absence of a named developer, the delivery of the SDS over the Plan period at the rate envisaged in the housing trajectory would be unrealistic and contrary to the tests of soundness. Appendix 1 – Housing Trajectory of the RLDP indicates that development would be delivered at a rate of 70 dwellings for the first year and thereafter 150 dwellings per annum between 2026 and 2033. The remainder of the site, some 1,033 dwellings, would be delivered beyond the Plan period. The projected rate of development on the SDS is: based on detailed site-specific phasing analysis [SD 37 - Background Paper 4: Housing Trajectory]; broadly consistent with the development rates anticipated on other SDS; and has been agreed with the Housing Trajectory Stakeholder Group [SD241 - SOCG – Strategic Site Promoters]. In the absence of any substantive evidence to the contrary, I am satisfied that the rate of delivery at the site is realistic and robust.
- 6.57 Based on the evidence presented, and, subject to the proposed MACs, the allocation is sound.

Land at the Former Cooper Standards Site, Ewenny Road, Maesteg

- 6.58 The Former Cooper Standard Site is a NSS which comprises a mixture of residential development and employment related uses allocated under Policies COM1 and ENT1 of the RLDP. **MAC 047** and **MAC 057** are necessary to amend Policies COM1 and ENT1 to allocate the NSS for the development of 205 dwellings and 0.6 hectares of employment related uses over the Plan period and in doing so, ensure that the plan allocates sufficient land to meet the Housing and Employment Land Requirements.
- 6.59 The NSS, which comprises 7.7 hectares of previously developed land, is located in a central position in the settlement of Maesteg. Although much of the previous industrial development has been removed, the foundations of the buildings and car parking areas remain in situ. The site, which is enclosed by a combination of palisade fencing and scrub woodland, is bordered to the east by the Llynfi River, to the south by Oakwood Estate and to the west by Oakwood Drive, beyond which lies the railway line. The NSS is located within flood zones 2 and 3 (Rivers and Sea) on the Flood Map for Planning (updated 30 November 2023).
- 6.60 Evidence submitted in support of the NSS makes clear that it has had a long history of industrial development which has had a significant impact on the nature and form of the site and, because of its location close to the Llynfi River, is at risk of fluvial flooding [SD253 Report on Site Investigations, SD254 Report and Drawings, SD255 Site Remediation Works Plan and SD267 Strategic Flood Consequences Assessment Updated Site Appraisal Addendum].
- 6.61 The combination of these factors has given rise to concerns that the NSS would not be capable of being developed during the Plan period. In support of this assertion, the representations from objectors to the allocation of the NSS have drawn my attention to the planning application (reference P/13/808/OUT) for the redevelopment of the site for a mixed-use scheme, which includes housing and employment related development, that was submitted in 2013 and, at the time of the submission of representations to the MACs, was undetermined.
- 6.62 In order to fully consider the issues raised during the MAC consultation, an Additional Hearing Session was arranged. To expedite matters, I asked the Council to meet with the relevant representors to discuss their concerns and to submit a SOCG, which outlined the discussions and those issues on which agreement had been reached with the representors, prior to the Hearing Session [M13 (1) and MAC13 (5)].
- 6.63 The Council’s Statement for the Additional Hearing Session advised that: it had resolved on 11 January 2024, subject to a S106 agreement, to grant outline planning permission for the development proposed under application P/13/808/OUT; funding of £3.5 million had been secured from Cardiff Capital Region for major infrastructure and remediation works at the NSS, which it is anticipated would commence in 2024; and agreement had been reached which overcame NRW’s objection to the allocation of the site [M13 (6)]. The Hearing Statement was accompanied by a SOCG which provided details of the agreement between the Council, Welsh Government and NRW. The SOCG makes clear that it has been agreed that the Strategic Flood Consequences Assessment demonstrates that, subject to appropriate mitigation measures, the site is capable

of being developed for residential purposes and that the NSS is considered appropriate for allocation in the RLDP [M13 (7)].

- 6.64 Discussions at the Hearing Session confirmed that all the issues in relation to flood risk, infrastructure and remediation works had been satisfactorily resolved and that the Council and landowner were committed to delivering the NSS in accordance with the housing trajectory [MAC 009]. It was further agreed that because the planning permission had yet to be granted, and to provide certainty, the NSS should remain an allocation in the RLDP.
- 6.65 Overall, I am content that the evidence presented clearly demonstrates that the NSS is capable of being remediated to residential standards, funding for the land reclamation scheme has been secured and, subject to mitigation, the risk of flooding at the site can be effectively ameliorated. In view of this I am satisfied that the development of the NSS can be delivered in accordance with the timescales set out in the trajectory and that the allocation is appropriate

Conclusion

- 6.66 Overall, I am content that relevant alternatives have been considered and the identification of the allocated sites is based on a robust and rational site selection process. In my view, the allocated sites are likely to be deliverable within the plan period, would make an appropriate contribution towards achieving the RLDP’s strategy and could be developed in accordance with the requirements of the National Placemaking Outcomes and policies of FW.

7. Active, Healthy, Cohesive, Inclusive, and Social Communities – Affordable Housing and Provision for Gypsies, Travellers and Showpeople

Affordable Housing Need

- 7.1 PPW, paragraph 4.2.29 requires development plans to include an authority-wide target for provision of affordable houses which is based on the Local Housing Market Assessment (LHMA) and takes into account deliverability and viability. The LHMA for Bridgend (2021) [SD79] provides an assessment of the local housing market in the Plan area for a five-year period and outlines the nature and scale of future housing need in the County Borough.
- 7.2 The LHMA provides robust evidence that there is an indicative need for 451 affordable homes per annum for the first five years of the Plan period and 288 affordable houses per annum over the subsequent ten years. This equates to a total need for 5,134 affordable units over the RLDP period and comprises 2,839 social rented dwellings and 2,295 intermediate dwellings. Approximately 50% of the defined need is for 1-bedroom dwellings with the remaining need spread largely between 2 and 3-bedroom properties [SD79, section 4]. To provide certainty these requirements are, correctly, addressed in paragraph 5.3.11 of the submitted RLDP [SD1a]. The approach taken in the LHMA is consistent with the methodology promoted at national level and, as such, provides a robust basis for the assessment of affordable housing need.

Affordable Housing Viability and Deliverability

- 7.3 The Plan-Wide Viability Assessment (PWVA) [SD81] is a high-level assessment which considers broad levels of development viability across eight Housing Market Areas (HMAs) of Bridgend and Surrounding, Pencoed and Heol Y Cyw, Garw Valley, Porthcawl, Llynfi Valley, Pyle, Kenfig and Cornelly, Ogmere Valley and Valleys Gateway. The assessment employs the high-level viability model and, utilising a variety of assumptions in relation to matters such as housing size, tenure, mix and phasing, tests a range of sites within the defined HMAs in order to determine the contribution new residential schemes can make to the supply of affordable housing in the Plan area. The assessment model contains a range of components including construction costs, land values, developer profit, Section 106 contributions, fees and additional costs. The costs and values of these individual components are based on a fixed point in time and having been informed by detailed discussions held with the Viability Stakeholder Group during 2020 [SD81 paragraphs 1.2 and 1.3].
- 7.4 The PWVA explains that, because of the sparsity of transactional data and the significant variation in the condition of land within the Plan area, identifying benchmark land values (BLVs) for HMAs proved problematic. To resolve this issue, the Council in discussion with the Viability Stakeholder Group agreed a series of BLV for the Plan area [SD81, paragraph 3.43]. These values were based on the operational experience of the Group and range from £250,000 per net developable hectare in the Valleys to £750,000 per net developable hectare in Porthcawl [SD81, Section 20]. Overall, it was agreed by all members of the Group that the BLV identified would be sufficient to incentivise landowners to release land for development. I have no reason to disagree with this conclusion.
- 7.5 The PWVA explains that, to determine appropriate construction costs, the assessment does not rely on Building Costs Information Service data. Rather, to provide figures that are representative of construction costs in Plan area, the Council sought to agree a range of build costs with the members of the Viability Stakeholders Group. Although agreement was not achieved with all members of the Group, there was sufficient consensus to test viability based on build costs of £970 per square metre (for sites less than 50 units) and £918 per square metre (for sites of 50 units and more). In addition to these costs, an allowance of: £15,000 per dwelling was made for external works; £3,500 per dwelling for the installation of sprinkler systems, ultra-low emission vehicle charging points, the adoption of sustainable urban drainage systems and the introduction of Part L of the Building Regulations; and a contingency of 5% on total construction costs [SD81, section 3 and Council’s Statement for Hearing Session 3, question (a)]. Based on the evidence presented, I am content that the construction costs included in the viability model are robust and appropriate purposes of the PWVA.
- 7.6 In addition, the viability model includes an allowance for the cost of Section 106 contributions for matters such as the provision of education spaces / facilities, highway capacity improvements and the provision of open space. The PWVA, paragraph 3.34, indicates that a detailed assessment of all Section 106 agreements for residential development signed since 2013 was undertaken by the Council and, after discounting affordable housing contributions, it was found that an average of £2,737 per dwelling was secured over this period. This allowance was disputed by

the members of the Viability Stakeholders Group who felt that the figure did not reflect emerging policy requirements and that potential costs are likely to differ over the Plan period. In discussion with the Stakeholder Group, the Council agreed an allowance of £10,000 per dwelling [SD81, section 3]. Whilst I note the allowance represents a significant increase on that previously achieved, I am mindful that the RLDP places greater requirements on development to provide for matters such as improved placemaking and design standards, new educational facilities, highway capacity improvements, open space, biodiversity enhancement and green infrastructure. As such, I consider that the additional headroom provided by this allowance would assist in ensuring the delivery of the socio-economic, environmental and cultural objectives of the Plan.

- 7.7 Putting aside the SDSs, which have been subject to site-specific testing to determine the appropriate level of affordable housing for each site, the results of the PWVA compellingly indicate that in the identified HMAs, on sites of 10 dwellings or above, there is sufficient headroom to support an affordable housing contribution of: 30% in Porthcawl; 15% in Bridgend and Surrounding and Pencoed and Heol Y Cyw; and 10% in the Valleys Gateway. Development in Pyle, Kenfig Hill, Cornelly, Maesteg and the Llynfi, Ogmere and Garw Valleys would make no contribution to the developer-led provision of affordable houses [SD81, section 5].
- 7.8 I am content that the PWVA has been prepared in accordance with the requirements of national planning policy and provides a robust and comprehensive basis on which to determine the Plan’s affordable housing thresholds and targets.

Affordable Housing Provision

- 7.9 The framework for the provision of affordable housing is provided by Policies SP6, COM2, COM3, COM4 and COM5.
- 7.10 Policy SP6 of the submitted RLDP outlines an indicative target for the provision of 1,977 affordable houses in the County Borough over the plan period. Following the reduction of the HS figure, **MAC 015** correctly revises this indicative target to 1,711 affordable dwellings. It is intended that this target would be delivered by the provision of: 463 dwellings on completed sites; 55 dwellings on sites under construction; 181 dwellings on sites with planning permission; 977 dwellings on housing allocations; and 35 dwellings on large windfall sites. Whilst I note that the indicative affordable housing target would not meet the defined need for new social rented and intermediate housing in the Plan area, I am content that the approach to defining the target is realistic, deliverable, and based on robust evidence, and that other mechanisms exist outside the planning system to assist in meeting the defined need.
- 7.11 Policy COM3, subject to **MAC 055** which is necessary to address changes in the HS, sets out the affordable housing requirement for new residential developments of 10 or more dwellings, in each of the defined strategy areas in the County Borough. In addition, the policy outlines site-specific requirements for the provision of affordable housing. This includes 30% affordable housing on the site allocated under Policy SP2(1), 20% on sites allocated under Policies SP2(2), SP2(3), SP2(4) and COM1(1), and 15% on sites allocated under policies SP2(5), COM1(2), COM1(3), COM1(4) and the Former Cooper Standard Site, Ewenny

Road, Maesteg (MAC 047). The policy also makes clear that affordable housing should be delivered on-site but, where it can be demonstrated that site viability would not support this, off-site provision and/or financial contributions would be acceptable.

- 7.12 In order to maximise provision, Policy COM5, as submitted, permits the development of affordable housing outside designated settlement boundaries where the proposal: meets an identified need that cannot be met by an alternative site within the settlement boundary; does not exceed 10 dwellings; is in a sustainable location; respects its local context in terms of scale, form and location; and is subject to mechanisms which ensure the affordable houses are secured in perpetuity.
- 7.13 The policy as submitted does not comply with the requirements of PPW paragraph 4.2.35, in that it fails to allow the development of exception sites adjoining settlement boundaries, and that limiting the number of dwellings to be constructed on exception sites to 10 would unreasonably constrain the supply of affordable houses in the County Borough. To address this, **MAC 016** correctly amends Policy COM5 to permit affordable housing to be constructed on exception sites located within and adjoining settlement boundaries, and allow developments of more than ten affordable houses within or adjoining Tier 1 and Tier 2 Settlements where it can be demonstrated that: the nature, scale and design of the proposal would integrate with the existing urban area; contributes positively to the creation of a balanced community; and enhanced active travel links with the nearest commercial centre. This revised policy accords with the requirements of PPW, would provide an appropriate framework for managing new development on exception sites and assist in maximising the opportunities to deliver affordable housing in the County Borough.
- 7.15 Subject to MACs, I am satisfied that the approach taken in the RLDP to the provision of affordable housing is robust and consistent with the requirements of national planning policy.

Need for Gypsy, Travellers and Showpeople Sites

- 7.16 PPW, paragraph 4.2.36 requires local authorities to assess the accommodation needs of Gypsy and Traveller families and to allocate sites to meet the identified need in their development plans.
- 7.17 The Gypsy and Traveller Accommodation Assessment for Bridgend (2020) [SD74] (GTAA) explains that, at the time of the assessment, the County Borough had an established Gypsy and Traveller community that was largely accommodated on six privately owned sites. In order to determine future accommodation needs, the GTAA: identified and analysed existing secondary data sets, in relation to matters such as the Gypsy, Traveller and Showpeople population, the type of accommodation occupied and the number of authorised / unauthorised sites; and conducted a series of interviews with representatives of the Travelling communities living on sites and in bricks and mortar to determine possible household formation numbers. The findings of the GTAA indicate that there is a need for seven pitches, five to be provided within the first 5 years of the GTAA plan period and two pitches during the remainder of the Plan period. No specific need was identified for transit

sites [SD74, section 7]. Although I am mindful that the final iteration of GTAA has yet to be approved by the Welsh Government, the document contains robust and up to date evidence for the Plan area and, as such, I consider it provides a sound basis on which to plan for future need.

Provision of Gypsy, Travellers and Showpeople Accommodation

- 7.18 The submitted RLDP, through Table 9: Gypsy and Travellers Need over the Plan Period, sets out the requirement for the provision of pitches to meet the identified need in the Plan area, on sites at Pencoed (1 pitch), Pen-Y-Fai (3 pitches) and Coytrahen (3 pitches). The table makes clear that: the provision of 1 pitch at Pencoed is no longer required because the household has permanently relocated onto an existing authorised site; and that, subject to **MAC 017** which is necessary to ensure currency, the provision for 3 pitches at Coytrahen are no longer required because planning permission has been granted for the accommodation to be provided on an existing authorised private site. In order to meet the remaining need, Policy SP7, as amended by **MAC 018** and **Map MAC 018**, consequently allocates land off Old, Coachman’s Lane, Pen-Y-Fai for 3 pitches, in place of the previously identified site at Bryncethin Depot, Coytrahen.
- 7.19 In addition, Policy COM8 outlines criteria which seek to managing the development of unallocated new sites within and adjacent to settlement boundaries and in the open countryside. The criteria contained in the policy accord with the requirements of Welsh Government Circular 05/2018 – Planning for Gypsy, Traveller, and Showpeople Sites and, as such, provide a sound basis for assessing planning applications.
- 7.20 In my view the framework for meeting existing and new accommodation needs is logical and robust.

Conclusions

- 7.21 Overall, I am content that the approach to the provision of affordable housing in the RLDP, subject to the MACs, is supported by robust and credible evidence. Whilst the level of affordable housing provision sought through the Plan would not meet all of the need identified in the LHMA, I am content that the target is realistic and that the use of measures such as different targets for strategy areas, site-specific requirements and an exceptions policy would maximise opportunities for delivery.
- 7.22 Subject to the MACs, I am satisfied that the approach taken to determining the need for Gypsy, Traveller and Showpeople accommodation in the County Borough is based on clear and robust evidence which has been prepared in a manner that is consistent with the requirements of national policy and the Housing (Wales) Act 2014.

8 Productive and Enterprising Places – Employment, Retail and Commercial Development, Waste Management and Tourism

- 8.1 The Productive and Enterprising Places chapter of the RLDP provides a policy framework which seeks to encourage and support developments that generate

economic prosperity and regeneration. This includes the development of land for employment, retail and commercial, renewable and low carbon energy, minerals, waste and tourism purposes.

Employment Land Strategy

- 8.2 The County Borough is located in a central position between the large conurbations of Cardiff and Swansea. This strategically important location is recognised in FW which identifies the County Borough as being part of the national growth area for South-East Wales, which itself is the main focus for growth and investment in the Region. In economic terms the County Borough is also part of the Cardiff Capital Region and benefits from the Cardiff Capital Region City Deal, which is a 20-year investment programme intended to bring about a 5% uplift in the Region’s GVA by delivering improvements in connectivity, physical and digital infrastructure and regional business governance.
- 8.3 PPW, paragraph 5.4.1, defines economic development as the development of land and buildings for activities that generate sustainable long-term prosperity, jobs and incomes, and makes clear that the planning system should ensure that the growth of output and employment is not constrained by a shortage of land for economic uses. To achieve this, PPW paragraph 5.4.3 requires that development plans identify employment land requirements, allocate an appropriate mix of sites to meet need and provide a framework for the protection of existing employment sites of strategic and local importance. A key part of this approach is the provision of up-to-date local and sub-regional evidence which demonstrates the suitability of the existing employment land supply as well as future provision in relation to the locational and development requirements of business (paragraph 5.4.7).
- 8.4 The economic evidence for the RLDP is provided by the Economic Evidence Base Study (2019) (EEBS) [SD69]. The Study provides: an assessment of the socio-economic conditions in the County Borough; analysis of supply and demand factors in relation to employment floorspace; and an overview of the property market in Plan area as a whole. The Study was updated in 2021 [SD70] to take account of the (then) recently released 2018 based household projections.
- 8.5 The findings of the EEBS, as amended indicates that the RLDP Strategy the County Borough would experience a high proportion of growth in the population in the 20 - 44 yrs and 0 - 14 yrs age bands over the plan period; and that demographic analysis and forecasts of economic activity estimate that this level of growth could support up to 500 jobs per annum or 7,500 jobs over the plan period [SD70, sections 3, 4 and 7].
- 8.6 To accommodate this level of growth, and ensure that supply meets demand, the EEBS recommends the allocation of 71.7 hectares of employment. The Study recognises that to achieve this level of growth, the RLDP would need to allocate a range of sites that are deliverable during the Plan period and safeguard existing business and industrial sites from inappropriate development. In addition, to ensure that there is sufficient flexibility in the supply of employment land, the EEBS recommends that the former Ford Manufacturing Plant is identified for future employment related uses to assist in offsetting the job losses experienced as a

result of the closure of the Plant and ensure the redevelopment of a 45-hectare site on one of the County Borough’s premier industrial estates [SD70, sections 5 and 6].

- 8.7 I am content that the approach taken in the EEBS is consistent with the methodology promoted at national level and provides a robust basis on which to identify employment land requirements.
- 8.8 To assist in the delivery of the employment land strategy, Policy SP11 provides a framework which seeks to: direct opportunities for economic growth to the most appropriate and sustainable locations within the County Borough; support the expansion of businesses and ensures a strong spatial alignment between housing and employment growth. The policy, subject to **MAC 056** which is necessary to reflect changes in the HS, allocates 68.8 hectares of land on a combination of strategic and local employment sites, of which 64.8 hectares are allocated for Class B1, B2 and B8 use and 4 hectares for Class B1 use only. The strategic policy is supported by Policy ENT1 which allocates land for new employment development, Policies ENT2 and ENT3 which provide a clear and consistent mechanism for assessing proposals for development on existing and allocated employment sites and Policy ENT5 which allocates the former Ford Manufacturing Plant for redevelopment.
- 8.9 The allocation of the Former Cooper Standard Site, Ewenny Road, Maesteg for housing development would result in a loss of 2.3 hectares of land allocated for employment related uses at the site. This would in turn reduce the amount of land allocated for employment purposes from 71.1 hectares to 68.8 hectares. Despite this reduction, I am content that the scale of the allocation together with the availability of land at existing employment sites identifies in Policies ENT2 and ENT5 would be sufficient to ensure the delivery of the employment land requirement over the Plan period.

Employment Land Supply

- 8.10 Policy ENT1, subject to **MAC 019** and **MAC 057** which rightly deletes reference to “*the Council*” in the policy and revises the site size of ENT 1(12), provides the framework for the delivery of new sites for Class B1, B2 and B8 uses. In doing so, the policy allocates 25.8 hectares of land on strategic employment sites, at Broacastle and Pencoed Technology Park, and 43 hectares of land on 16 local employment sites distributed through-out the Plan area. To maintain the supply of land throughout the Plan period, Policy ENT2 provides a framework for the protection of 36 existing business and employment sites [SD 69, Appendix B]. The policy makes clear that only development that falls within Class B1, B2 or B8, provides ancillary services that support the employment use or is required for waste management would be permitted. The policy is amended by **MAC 020** and **Map MAC 020**, which are necessary to delete reference to the Former Christie Tyler Site which was included in error [ED8a, question 2]. To provide certainty about the quantum of employment land to be delivered and ensure effective monitoring Appendix 3, as updated by MAC 008, outlines the development and delivery requirements for each of the employment allocations.
- 8.11 The mechanism for the management of the re-development of the former Ford Site, Bridgend is provided by Policy ENT5, which makes clear that proposal is a key

opportunity intended to provide economic stimulus to the County Borough and wider region. To secure the effective implementation of the policy, **MAC 023** correctly deletes reference to “*the Council*” and outlines the approach to collaborative working required to deliver the redevelopment of the site. A similar approach is taken in Policy ENT12 which allocated the former Stormy Down Airfield for employment related development. In doing so the policy, correctly, recognises the potential for the site to result in the creation of a cluster on innovative green industrials, which amongst other things, could assist in the generation of renewable energy over the Plan period.

- 8.12 Based on the evidence presented I am content that the approach to the provision and management of existing and proposed employment related development is sound.

Other Employment Policies

- 8.13 Policy ENT3, as amended by **MAC 021** which is necessary to provide a positive context for the assessment of proposals, seeks to manage the development of non-B uses on allocated employment sites. The policy explains that change of use from Class B1, B2 and B8 uses would be permitted where: the proposal is not for residential development; there are no alternative sites in the retail hierarchy; the site has been appropriately marketed; the development will not have an adverse impact on residential amenity; and the site is accessible by a range of transport other than the car. As amended, Policy ENT3 accords with national policy and provides an appropriate level of protection to employment land within the County Borough.
- 8.14 The mechanism for the management of new, expanded and re-located employment related development outside settlement boundaries is provided Policy ENT4. The approach is amended by **MAC 022** which is necessary to ensure the policy provides a positive context for development which is both justified and appropriately located.

Retailing, Commercial and Service Centres

- 8.15 The Bridgend Retail Study (2018) [SD85] reviews the retail hierarchy designated in the ALDP and provides a quantitative and qualitative assessment of the provision of convenience and comparison goods in the Plan area. The Study was updated in 2022 to take account of the impact of the Coronavirus Pandemic and other contextual matters [SD86]. The findings of the Study suggest that a four-tier retail hierarchy, comprising a sub-regional centre, town centres, district centres and local centres, as originally identified in the ALDP, together with the designation of the settlements within the hierarchy, is appropriate and should remain unchanged.
- 8.16 The Study also reviewed the retail and commercial centre boundaries and the primary and secondary shopping areas designated in the ALDP, and concluded that: the boundaries for all centres in the hierarchy should remain unchanged; the primary shopping area in Bridgend should be extended to include the Bridgend Shopping Centre and that part of the primary shopping area located along Nolton Street and Wyndham Street should be redesignated as a secondary shopping area to reflect the current distribution of uses; the primary shopping area in Maesteg should be reduced to reflect the current distribution of uses; and secondary

shopping areas should be designated on the Esplanade, Lias Road, John Street and New Road in Porthcawl [SD85, section 7].

- 8.17 In terms of retail capacity, the Study concluded that there is need for 12,790 sqm of additional comparison goods floorspace over the Plan period and that the additional floorspace should be provided within existing town centres in accordance with the sequential approach contained in PPW. The findings of the Study confirm that sufficient capacity exists within the retail boundaries to accommodate the identified need for additional comparison retail floorspace. In addition, the Study identifies a need for an additional 403 sqm of convenience goods floorspace over the plan period which it is suggested should be delivered as part of the strategic site allocations [SD86, section 3].
- 8.18 I am content that the approach taken in the Bridgend Retail Study is consistent with the methodology promoted at national level and provides a robust basis on which to identify and manage future retail need and development requirements.
- 8.19 The framework for the management of retail and commercial development in the County Borough is provided by Policies SP12, ENT6, ENT7, ENT8 and ENT9. Policy ENT6 seeks to ensure the regeneration of the retail and commercial centres in the Plan area through the refurbishment or re-development of key buildings for retail, commercial, leisure, education and other complementary uses. **MAC 028** amends Policy ENT6 and its reasoned justification, to explain the level of retail need over the Plan period and to allocate land at Bridgend, Porthcawl and Maesteg Town Centres and Pencoed and Pyle and Kenfig Hill District Centres for the provision of 12,790 sqm new comparison goods floorspace and at the SDS allocations located to South of Bridgend and to the East of Pyle for the provision of 403 sqm convenience goods floorspace.
- 8.20 Proposals for the management of new development within commercial centres are assessed in accordance with the requirements of Policy ENT7. To secure the effective implementation of the policy, **MAC 029** is necessary to amend the title of the policy to refer to Bridgend, Porthcawl and Maesteg, and its reasoned justification to explain: what constitutes a critical mass of retail development; at what point new non-A1 development within centres would be judged to have materially diluted the continuity of the primary retail frontage; and explain the requirements of the marketing exercise in relation to retail units.
- 8.21 The definition of the retail and commercial centre hierarchy, primary and secondary shopping areas and identification of need for the Plan area are based on robust and credible evidence, consistent with the requirements of national policy and are therefore sound.

Waste Management

- 8.22 PPW, paragraph 5.13.1 explains that the *“The planning system has an important role to play in facilitating sustainable waste management by providing a framework for decision making which recognises the social, economic and environmental benefits that can be realised from the management of waste as a resource to meet the needs of society and businesses”*. The framework for the management of waste within the County Borough is provided by Policies SP15, ENT 15 and ENT 16 of the

RLDP. The combination of these policies provides for the mechanism for the sustainable management of waste in accordance with the waste hierarchy, the disposal of locally generated inert waste and for the integration of waste facilities into the design and layout of all future built development within the County Borough.

- 8.23 Overall, I am content that the approach to the management of waste in the RLDP is appropriate and consistent with the requirements of national planning policy.

Tourism

- 8.24 Policies ENT17 and ENT18 provide the framework for management of tourist accommodation and attractions. Taken together the Policies seek to ensure that: new or extended facilities in the countryside is compatible and complimentary to its location, promote and complement the destination hubs, respect the local context and would not adversely affect the availability, range or quality tourist facilities in the Plan area. Overall, I am content that the policy provides an appropriate level of control to manage future tourism related development.

Conclusions

- 8.22 Overall, I am content that the policy framework provided in the RLDP for Productive and Enterprising Places in respect of employment, retail and commercial development, waste management and tourism subject to the MACs, is clear, robust and complies with the requirements of national planning policy and FW.

9 Productive and Enterprising Places – Renewable and Low Carbon Energy Development and Sustainable Mineral Development

Renewable and Low Carbon Energy Development

- 9.1 PPW, paragraph 5.7.1, explains that the Welsh Government wishes to see low carbon electricity becomes the main source of energy in Wales. To assist in achieving this PPW, paragraph 5.9.8 requires that LPAs develop an evidence base that considers the contribution their area can make towards the reduction of carbon emissions and increase renewable and low carbon energy production and informs the development of renewable and low carbon energy policies. In addition, PPW, paragraphs 5.8.3 and 5.8.4 make clear the important role that sustainable building design and the promotion of energy efficiency and energy conservation in new development can play in mitigating the causes of and adapting to climate change.
- 9.2 Policies 16 (Heat Networks) and 17 (Renewable and Low Carbon Energy and Associated Infrastructure) of FW: designate Bridgend, along with other 15 settlements in Wales as District Heat Network Priority Area, in which large scale mixed-use development are expected to have a heat network with a renewable / low carbon or waste heat energy source; and identifies a Pre-assessed Area for Wind Energy in the Plan area within which there is a presumption in favour of large-scale wind energy development.

- 9.3 The Renewable Energy Assessment (REA) [SD84] considers the current and future energy demands of the County Borough, the progress that has been made in meeting these demands from local low carbon energy generation assets and provides an assessment of potential for renewable and low carbon energy project to be developed in the Plan area. In doing so, the REA draws on the findings of the Bridgend Local Area Energy Strategy [SD61] and the Landscape Character Assessment for Bridgend County Borough (2013) [SD78] to identify appropriate areas for energy generation and related development.
- 9.4 The findings of the REA indicate that when comparing the potential resource available with projected future energy demands, it is considered unlikely that all the County Borough’s energy needs will be able to be generated from within the Plan area. Consequently, additional energy generated in other parts of the country and offshore will also need to be relied upon. To ensure that the County Borough maximises its contribution the REA recommends:
- The adoption of a local renewable power deployment target of 340 MWe and 418 GHW_e per annum.
 - The setting of a heat target which requires 30% of the County Borough’s domestic properties to be fitted with low carbon heating systems by 2030.
 - The adoption of positive policies regarding the repowering of existing renewable generation assets when they reach the end of their current planning consents.
 - The identification of the least sensitive landscape character areas as Local Search Areas (LSAs) for wind and solar developments.
 - A requirement for higher building fabric efficiencies than current building regulations and for the integration of renewable energy generation technology into new building development.
 - The prevention of new developments from connecting to the gas network and instead require a hierarchy of low carbon heating solutions to be considered; and
 - A requirement for all new developments to include infrastructure designed to encourage walking, cycling, public transport use and electric vehicles [SD84, section 8 and 9].
- 9.5 Overall, I am content that the approach taken in the REA is consistent with the methodology promoted at national level and provides a robust basis on which to identify renewable and low carbon energy requirements.
- 9.6 Policy SP13 provides the framework for renewable and low carbon energy development which, correctly, seeks to deliver the recommendations of the REA. In doing so, the policy provides criteria for the assessment of renewable and low carbon energy and designates three LSAs for wind and solar development. The reasoned justification for the policy appropriately summarises the recommendations of the REA and identifies: a target for area-based resource power generation of 340 MWe and 418 GHW_e per annum; a requirement for 30% of dwellings in the County Borough to be fitted with low carbon heating systems by the end of the Plan period; and three LSAs at Llangynwyd Rolling Uplands & Forestry, Ogmere Forest and Surrounding Uplands, and Newton Down Limestone Plateau.

- 9.7 Concerns were expressed by representors that Policy SP13 fails to: provide clarity about the contribution to energy generation each of the LSAs would make to the area-based resource target over the plan period; explain that development in the LSAs would not prejudice the delivery of Pre-assessed Area for Wind Energy contained in FW; make clear that the estimated accessible resources defined in Table 10 of the RLDP is not a maximum limit but a tool to maximise the availability of the resources; and outline criteria to assess the impact of proposals on matters such as landscape and visual impact, grid capacity, highway access and safety and residential amenity. To ameliorate these deficiencies and ensure consistency with national planning policy, **MAC 031** makes appropriate amendments to Policy SP13 and its reasoned justification. These revisions ensure that the policy provides clarity about the nature and scale of renewable and low carbon development in the Plan area Park and accord with the requirements of PPW and policies of FW.
- 9.8 In addition, to ensure certainty about the application of Policy SP13, **Map MAC 032** correctly proposes to amend the proposals map to delineate the LSAs.
- 9.9 The mechanism for ensuring that all new homes constructed in the County Borough are net zero in the first instance is provided by Policy ENT10. Concern was expressed during the hearing sessions that the requirements of the policy, which seeks proposals for new major development to be accompanied by an energy masterplan, lacked clarity and, if the threshold for provision is set too low, likely to have an adverse impact on the viability of development. **MAC 033** would rectify these deficiencies by amending the reasoned justification of the policy to make clear that Major Development relates to residential schemes for 10 or more dwellings and non-residential commercial schemes with a total floorspace of 1,000sqm or more. The proposed definition accords with the requirements of The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and FW, and in my view provides an appropriate scale of development from which to seek the provision of energy plans.
- 9.10 With regard to viability, whilst I accept that there are cost implications associated with the provision of energy masterplans, for the reasons outlined in Section 7 I am content that sufficient headroom exists within new residential and commercial development in the Plan area to absorb such costs without adversely impacting on the delivery of schemes.
- 9.11 Policy ENT11 seeks to ensure the design and standards of any new development are optimised to achieve energy efficiency and zero carbon emissions. The requirements of the policy replicate the requirements for energy efficiency within the design of buildings contained in Part L of the Building Regulations. Therefore, to avoid duplicating controls under other legislation, **MAC 034** correctly, proposes the deletion of the Policy ENT11.
- 9.12 Based on the submitted evidence and for the reasons set out above, I am content that the framework for the management of Renewable Energy and Low Carbon Energy Development in the RLDP is sound.

Sustainable Development of Minerals

- 9.13 National planning policy relating to minerals is set out in PPW (section 5.14) and is supplemented by Minerals Technical Advice Note 1: Aggregates (2004) and

Minerals Technical Advice Note 2: Coal (2009). The Regional Technical Statement for the North Wales and South Wales Regional Aggregates Working Party – 2nd Review (RTS2) (2020) sets out how aggregate demand will be met in the South Wales Region for the period up to 2041 for crushed rock and 2038 for land won sand and gravel.

- 9.14 The Minerals Background Paper [SD47] explains that the apportionment figures contained in the RTS2 requires the County Borough to provide 17.471 million tonnes of crushed rock over the period 2016 - 2041. The Background Paper indicates that as of the end of 2016, the County Borough had permitted crushed rock aggregates reserves of 27.27 million tonnes. The scale of these permitted reserves means that County Borough has a land bank for aggregates of 42 years. With regard to land-won sand and gravel, the RTS2 makes clear that there is no requirement for the County Borough to provide any additional reserves during the RTS plan period [SD47, section 8]. I am therefore satisfied that the land bank requirements for the County Borough have been met without the requirement for further allocations and that the Plan accords with the requirements of national planning policy and the RTS2.
- 9.15 The framework for the extraction and safeguarding of mineral resources is provided by Policies SP14, ENT13 and ENT14. Policy SP14 seeks to manage the sustainable development of mineral resources in the County Borough. In order to do so, the policy encourages the efficient and appropriate use of resources including the reuse and recycling of suitable minerals as an alternative to primary won aggregates. Where extraction is proposed the policy is clear that the working of minerals will only be permitted where: there is a demonstrable need for the resource; it results in an efficient and sustainable end use; there are no significant adverse impacts on amenity, human health and well-being, the landscape, built, historic or natural environment, land stability and the water environment; and appropriate restoration and aftercare measures have been submitted. To ensure the policy provides a comprehensive assessment framework, **MAC 027** correctly proposes to delete reference to “*the Council*” and include a new a criterion relating to the proximity of extraction activity to existing water and sewerage infrastructure.
- 9.16 In order to protect mineral resources Policies ENT13 and ENT14 provide a mechanism for managing development within mineral safeguarding and buffer zones. Where development is proposed within a mineral safeguarding zone, Policy ENT13 seeks to ensure that the resource is: in the case of permanent development, extracted prior to the commencement of building works; and in the case of temporary development, left in situ so it can be extracted after the temporary use has ceased.
- 9.17 To avoid the sterilisation or adversely affect the ability of a resource to be the worked, Policy ENT14 designates buffer zones around existing quarries and mineral operations. Contrary to the requirements of PPW, the policy, as submitted, does not identify the sites that are subject to buffer zones. To address these deficiencies and ensure its effective application, **MAC 030** correctly amends Policy ENT14 to include a list of existing quarries and mineral operations within the Plan area, and associated buffer zones.

Conclusions

- 9.18 Overall, I am content that the policy framework provided in the RLDP for Productive and Enterprising Places in relation to renewable and low carbon energy development and minerals, subject to the MACs, is clear, robust and complies with the requirements of national planning policy and FW.

10 Protect and Enhance Distinct and Natural Places

- 10.1 Chapter 5 of the RLDP explains that the County Borough’s natural and built environment is of high quality and that the diversity of landscapes, habitats, species and geology together, contribute enormously to the distinctive and attractive character of the Plan area. These natural assets include the Glamorgan Heritage Coast, Kenfig and Merthyr Mawr National NNR and Mynydd Margam Registered Historic Landscapes and a significant number of SACs, SSSIs, SINCs, Regionally Important Geodiversity Site (RIGS) and Local Nature Reserves (LNRs). In addition, the County Borough also has a rich and diverse built and historic environment which includes designated conservation areas, listed buildings, scheduled ancient monuments and historic parks and gardens.

Natural Environment

- 10.2 Policy SP17 provides a framework for the conservation and enhancement of the natural environment. This policy is supported by Policies DNP1, 2, 3, 4, 5, 6, 7, 8 and 9 which provide a mechanism for assessing proposals in relation to the countryside, rural buildings, special landscape areas, local and regional nature conservation sites, biodiversity, ecological networks, habitats and species, trees and hedgerows, green infrastructure and public health.
- 10.3 Policy SP17, together with Policy DNP6 provides a mechanism for maintaining and, where appropriate enhancing, natural environmental assets of local, national and international importance. These include SACs, NNR, SSSIs, LNR, SINCs and RIGS. In order to ensure conformity with the requirements of FW and the Environment (Wales) Act 2016 (E(W) Act), **MAC 036 and MAC 037** correctly amend Policies SP17 and its reasoned justification to make reference to the need to maintain and enhance rather than conserve the natural environment and to explain the policy and legislative requirements and how they will be implemented through the RLDP.
- 10.4 Similarly, **MAC 038** is necessary to amend Policy DNP6 and its reasoned justification to reflect the requirements of FW and E(W) Act and to provide a detailed framework for the management of development to ensure that proposals achieve a net benefit for biodiversity through maintenance and enhancement of biodiversity and/or green infrastructure, the creation of habitats and by building resilient ecological networks. In addition, to provide certainty about the location of SINCs, **MAC 058** correctly proposes to amend Policy DNP6 to include a list of designated sites.

- 10.5 Policy DNP7 of the RLDP seeks to protect trees, special trees, woodlands and hedgerows which have public amenity value. No detailed evidence has been submitted which justifies the distinction made in the policy between trees and special trees. Consequently, to avoid unnecessary duplication **MAC 039** deletes reference to special trees in Policy DNP7 and its reasoned justification.
- 10.6 Subject to the recommended changes, I am satisfied that the policy framework in the RLDP provides a comprehensive and rigorous approach to the management of the natural environment.

Built and Historic Environment

- 10.7 The combination of Policies SP18, DNP10 and 11 provide the framework for the management of the historic environment in the Plan. These assets include: scheduled ancient monuments; archaeologically sensitive areas and archaeological remains; listed buildings; conservation areas; historic parks and gardens; historic landscapes; and historic assets of special local interest. To align with legislation and national policy, an amendment is necessary to policy SP18 to refer to the preservation of historic assets (**MAC 040**).
- 10.8 The Historic Environment (Wales) Act 2016 and PPW outline a requirement for the compilation, adoption and maintenance of an up-to-date and publicly accessible Historic Environment Record (HER), which provides details of all the historic assets in individual local planning authority areas. As part of the HER, local planning authorities can include details of buildings, such as those identified in Policy SP18(8), which are not subject to any statutory protection but are historic assets of special local interest that make an important contribution to the character and appearance of the area. Guidance in relation to the designation of local heritage assets is contained in Cadw’s *“Managing Lists of Historic Assets of Special Local Interest in Wales”* (2017). The document sets out the process of preparing a list of historic assets of special local interest and makes clear that only once a list has been formally adopted, can it be used as evidence to support the inclusion of policies in development plans.
- 10.9 In response to Action Point 7.8, the Council confirmed that the process of preparing the element of the HER that related to Historic Assets of Special Local Interest is on-going, and, as such, no list had been formally adopted for the Council.
- 10.10 In the absence of an adopted list and in recognition that Policy SP18(8) is not supported by sound evidence, the Council proposes, through **MAC 042**, to delete the criterion and to place its reliance on the requirements of Policy SP3 to manage the impact of development. I am content that, in the interests of soundness, MAC 042 is necessary, and that the framework provided by Policy SP3 is sufficiently robust to manage the impact of new development on the built and historic environment as sought by PPW.
- 10.11 Policies DNP10 and 11 provide a framework which seeks to: preserve listed buildings and scheduled ancient monuments and their settings; and preserve or enhance the character and appearance of conservation areas and their settings. These policies are not locally distinct and replicate the requirements of PPW and

the Planning (Listed Buildings and Conservation Areas) Act 1990 Consequently, **MAC 041** correctly, deletes policies DNP10 and 11.

Conclusions

10.12 Having regard to the submitted evidence, subject to the MACs I am satisfied that the policy framework contained within the RLDP to protect and enhance distinct and natural places is clear, based on robust and credible evidence and consistent with the requirements of PPW, FW and the E(W) Act.

11 Plan Monitoring and Review

11.1 The monitoring framework is provided by a combination of the indicators contained in the RLDP and SA.

11.2 Appendix 4 of the RLDP contains a framework which outlines the indicators to be used to monitor delivery of the Plan’s policies and proposals. The framework is set out under five headings, which relate to the Plan’s strategy and strategic objectives, and consists of relevant policies, core / local indicators, monitoring targets, trigger points and sources of information. In addition, the framework identifies a range of colour coded actions which, should the monitoring process indicate that the Plan is not delivering in the manner intended, will signal a need for remedial action.

11.3 In order to ensure the currency of the monitoring framework after the RLDP is adopted, amendments are required to: indicator 10 to reflect the revised annual build rate for affordable housing (MAC 015); and strategic objective 4 to remove reference to Policies DNP 10 and 11 (MAC 041). These changes will ensure that the Plan is supported by a comprehensive and up-to-date monitoring framework which will enable the Council to annually assess its implementation.

11.4 The SA indicators monitor the significant environmental effects of the RLDP and are specifically designed to identify any unforeseen adverse effects and enable appropriate remedial action to be taken. The monitoring framework is appropriately set out under the 14 sustainability objectives contained in the SA [SD91, Appendix C] and identifies a series of potential contextual indicators each of which will, individually or collectively, enable the Council to assess whether the masterplan development principles for SDSs (Policies PLA1 – 5) and SA policy level mitigation (Policy SP1 and Appendix 6) are being properly implemented.

Conclusions

11.5 Overall, I am content that the provisions made for the monitoring in the RLDP, as amended by the MACs, are consistent with national planning policy and will provide a robust and sound basis on which to assess the performance of the Plan.

12 Overall Conclusions

12.1 I conclude that, with the binding recommended changes identified in this report and set out in Appendices A and B, the RLDP satisfies the requirements of section 64(5) of the 2004 Act and meets the tests of soundness in the DPM. In reaching this

conclusion, I have taken into account the ways of working set out at section 5 of the WBFG Act. The RBLDP as modified will guide the development and use of land in a way that contributes towards improving the economic, social, environmental and cultural well-being of Wales and complies with the WBFG Act.

Nicola Gulley

Inspector

Appendix A: Schedule of Matters Arising Changes (MAC) recommended by the Inspector.

Appendix A: Schedule of Matters Arising Changes recommended by the Inspector.

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 001	<p>AP 1.1 – Amend SOBJ2 to read ‘To Create Active, Healthy, Inclusive and Social Communities’.</p> <p>Term added in response to Representor 1033’s suggestion at Deposit Consultation Stage (enhance comprehensiveness of the objective).</p>	<p>Para 4.2.1 and Strategic Objective 2 amended to include the following additional text highlighted in green.</p> <ul style="list-style-type: none"> • SOBJ2: To Create Active, Healthy, Cohesive, <i>Inclusive</i> and Social Communities
MAC 002	<p>AP 1.2 – Amend subsection on Future Wales – The National Development Framework / Plan to explain how the RLDP conforms with the requirements and policies of the National Plan.</p>	<p>Para 2.6.5 to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p>“The National Development Framework (NDF) Future Wales: National Plan 2040 considers the issues significant to Wales’ prosperity and well-being, such as the economy, housing, transport, energy, and the environment. It identifies where national developments should take place, where the key growth areas are and what infrastructure and services are needed. The NDF Future Wales: National Plan 2040 is set in the context of a vision that will help deliver sustainable places across Wales by 2040, by supporting placemaking and ensuring our choices direct development to the right places, making the best use of resources, creating and sustaining accessible healthy communities,</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>protecting our environment and supporting prosperity for all. Future Wales: National Plan 2040 provides a high-level framework for the future Strategic Development Plan (SDP) and clearly identifies Bridgend as a National Growth Area within the wider region. The LDPs strategy will only serve to complement and align with Future Wales by apportioning sustainable growth to the County Borough and by capitalising on its sustainable transport connections. The Strategic and Specific policies of the LDP form the framework for implementing and delivering the Council's vision and objectives. It is imperative that sustainable development principles are embedded into the LDP (including strategic policies) to help achieve delivery of the 11 Future Wales' Outcomes. Appendix 2 details the objective assessment undertaken to demonstrate how the LDP makes a significant positive contribution towards delivering the 11 outcomes set out within Future Wales. The assessment shows that the policies within the LDP are in general accordance with and support the delivery of Future Wales' Outcomes, thereby providing a sound framework for enabling sustainable development within the County Borough.</p> <p>Conformity Table (Appendix 1) also to be appended to the RLDP as Appendix 9.</p>
MAC 003	AP 1.3 – Amend sub-section on the Strategic Development Plan for South East Wales (SDP) to explain the relationship between the RLDP and the emerging SDP.	<p>Para 2.6.6-2.6.7 amended to include the following additional text highlighted in green.</p> <p>2.6.6 The Planning (Wales) Act 2015 sets out the process for establishing and preparing a Strategic Development Plan (SDP). Welsh Government invited all Local Planning Authorities to submit proposals for SDPs, stating that the ability to plan strategically to support the Cardiff Capital Region (CCR) is essential to ensure that key economic, social and environmental outcomes are achieved in a cohesive and evidence based approach, across the wider region. On 29th January 2018, the Cardiff Capital Region Cabinet agreed that work should commence on a Strategic Development Plan for the area and advised the then Welsh Government Cabinet Secretary, Lesley Griffiths, that there was consensus amongst all 10 Leaders in the Cardiff Capital Region to support the principle of a Strategic Development Plan for the region, whilst recognising that this required approval from all 10 Councils to proceed. Regional Corporate Joint Committees (CJCs) will undertake strategic development and</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>regional transport planning in the future, including preparing SDPs. Although Bridgend County Borough Council is proceeding with a Replacement LDP, simultaneous collaborative working will be undertaken with neighbouring authorities and the broader region to prepare an SDP. A joint evidence base will also be shared wherever possible to this end. The Bridgend Replacement LDP has been prepared in conformity with Future Wales, promoting Bridgend as a National Growth Area in the context of the wider region. This approach is highly likely to be consistent with the approach used in future SDP preparation to ‘future proof’ the RLDP.</p> <p>2.6.7 Bridgend occupies a pivotal position in the Cardiff Capital Region, also acting as the gateway to the Swansea Bay Region. The locality will undoubtedly play a key role in delivering sustainable economic growth as part of the wider SDP in order to fulfil its role as a National Growth Area (as defined by Future Wales) and also capitalise on its sustainable transport connections and inter-related settlement hierarchy. Bridgend’s RLDP has been prepared following close dialogue with all neighbouring LPAs (Vale of Glamorgan, Neath Port Talbot and Rhondda Cynon Taf County Borough Councils) as well as other essential organisations. This dialogue has been conducted both on an individual and topic basis, but also through the South East Wales Strategic Planning Group and other topic-based forums. Regional methodologies have also been utilised throughout development of the Replacement LDP evidence base to inform, for example, the Settlement Assessment and Candidate Site Assessment. This has ensured a consistent approach to evidence base development, helped to remove duplication and promoted the sharing of data and best practice across the region; considering the wider regional context as far as possible. Bridgend’s Candidate Site Assessment process has sought to promote the most sustainable sites that are conducive to sustainable placemaking-led development, adopt the ‘Town Centre First’ principle and follow Planning Policy Wales’ brownfield site search sequence. The strategy is designed to promote transit-orientated development, maximise active travel opportunities, minimise pressure on best and most versatile agricultural land and enable affordable housing delivery in high housing need areas. The RLDP has therefore been prepared in strict accordance with national policy and an approach that will similarly accord with the future SDP.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Based on the sites' sustainability credentials, it's considered that the proposed allocations will form a key part of the existing land bank of sites that will support the SDP and impact positively on the region. The Replacement LDP will therefore not have an adverse impact on the future formulation or delivery of the SDP for South East Wales. In fact, the Replacement LDP will significantly contribute to the aims and objectives of the future SDP and help to maximise the SDP's ability to produce sustainable planning outcomes.</p>
MAC 004	<p>AP 1.4 – Update paragraph 5.2.45 to include a reference to, and explain the changes introduced by the Flood Maps for Planning.</p>	<p>Para 4.3.14, 4.3.43 and 5.2.45 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p>“4.3.14 The delivery of new flood defences (in addition to the existing defences) and re-designation of Porthcawl as a Defended Zone will provide a coincidental opportunity to enable the Porthcawl Waterfront site to come forward and provide residential-led growth that maximises the benefits of this unique location. It is envisaged that several sensitive development projects could be promoted and brought forward by means of broad tourism-related regeneration, primarily stimulated by the delivery of Porthcawl Waterfront Regeneration Area. This major regeneration project, on the town's waterfront, will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay. The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, enhanced active travel links plus education, retail and community facility provision. Several sensitive development projects could also be promoted and brought forward by means of broad tourism related The regeneration. The project area is closely linked to the town centre, which will continue to benefit from environmental improvements. Indeed, Porthcawl Town Centre is seen as an integral element in the retail hierarchy, benefitting from a range of leisure uses and a good comparison retail offer that provides an important focus for residents. Links between the waterfront area and the town centre will be secured by improved accessibility to properly integrate the new development into the surrounding urban area and also enhance the convenience retail offer. However, proper protection will be given to those highly</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>sensitive areas of international importance, ensuring due consideration is given to landscape and biodiversity interests in the context of local urban capacity.</p> <p>4.3.43 Specifically, Porthcawl is allocated as a Regeneration Growth Area, facilitated through the. The flood defence works and re-classification of the area as a Defended Zone has provided a coincidental opportunity for the redevelopment of the Waterfront Regeneration Area waterfront. This designation seeks to balance the interests of tourism with those of economic development and environmental considerations to promote sustainable, placemaking-led development. The significant regeneration of Porthcawl’s waterfront will capitalise on the town’s role as a premier seaside and tourist destination, whilst improving the attractiveness of the town as a place to live and work and enhancing the vibrancy of the Town Centre. Detailed viability, deliverability and master planning work has been completed to demonstrate that this site can come forward and contribute to the housing land supply over the Replacement LDP period.</p> <p>5.2.45 SP4 also recognises the risk of flooding as a key effect of climate change. The Policy seeks to steer highly vulnerable development away from flood risk areas, to assess the implications of development in areas at risk of flooding and to ensure that new development does not increase the risk of flooding elsewhere. The Development Advice Maps Flood Map for Planning accompanying TAN 15 includes climate change information to show how this will affect flood risk extents over the next century, along with the potential extent of flooding assuming no defences are in place. The Flood Map for Planning identify the flood risk zones as set out in the TAN and has been supplemented by a Strategic Flood Consequences Assessment for Bridgend County Borough. This information has influenced the siting and type of development allocations within the Replacement LDP and will also inform policies on flood risk whereby subsequent development proposals can be assessed. A new SPG will also be prepared to set the framework for a local approach to flood risk management within Bridgend Town Centre.”</p>

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 005	<p>AP 1.5 – Amend the RLDP to include a table setting out a prioritised list of the Supplementary Planning Guidance to be produced by the Council and the indicative timescales for preparing the documents (for completeness).</p>	<p>The table set out as Appendix 2 to this document to be included as a new Appendix to the LDP (Appendix 10).</p>
MAC 006	<p>AP 1.6 – Council to amend Policy SP3 (n) to refer to high-speed digital infrastructure.</p> <p>(Broadband infrastructure is a requirement as set out in the Future Wales).</p>	<p>Policy SP3(n) to be amended to include the following additional text highlighted in green. Previous Policy SP3(n) to become SP3(o) as below.</p> <p>n) Include the provision of high-speed digital infrastructure from the outset; and o) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development.</p>
MAC 007	<p>AP 1.7 - Council to amend: paragraphs 4.3.65 and 5.2.6 to refer to inclusion of concept masterplans in the RLDP; and to</p>	<p>Paragraphs 4.3.65 and 5.2.6 to be amended to include the following additional text highlighted in green:</p> <p>4.3.65 The sites within SP2 are considered essential to delivery of the LDP and have been subject to rigorous viability and deliverability testing in collaboration with specific site promoters. This process has certified that the costs of the development requirements and placemaking</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>include illustrative masterplans for each of the Strategic Development Sites.</p> <p>(In order to provide a visual element to the plan and assist all parties to understand how the sites will be developed in broad terms, subject to refinement at planning application stage).</p>	<p>principles set out in site specific policies coupled with the Council’s aspirations for delivering high-quality new communities are realistic and deliverable on each site within the plan period. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.</p> <p>5.2.6 The following Thematic Policies (PLA1-PLA5) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. These detailed Thematic Policies are set within the context of SP3 and will enable its implementation, in accordance with the Growth and Spatial Strategy identified within SP1 and Strategic Allocations identified within SP2. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP’s Vision and Objectives for the County Borough. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.</p> <p>Concept masterplans for each strategic site to be appended to the Plan as LDP Appendix 7: Illustrative Strategic Site Masterplans. Appendix 7 to read:</p> <p>Concept masterplans for each strategic site are provided below for illustration purposes only. The final masterplans will be refined as part of future planning applications in accordance with the respective masterplan development principles detailed in Policies PLA1-5. Further consultation will also be undertaken as part of the Pre-Application Consultation process.</p> <ul style="list-style-type: none"> • SP2(1) Porthcawl Waterfront Illustrative Masterplan • SP2(2) Land South of Bridgend Illustrative Masterplan

MAC Ref	Action Point / Reason	Matters Arising Change
		<ul style="list-style-type: none"> • SP2(3) Land West of Bridgend Illustrative Masterplan • SP2(4) Land East of Pencoed Illustrative Masterplan • SP2(5) Land East of Pyle Illustrative Masterplan (See appendix 7 of this MAC Schedule)
MAC 008	<p>AP1.8 - Council to provide updated information in the relation to the Strategic Site Allocations, and Non -Strategic Site Allocation (Housing) and Employment Allocations in Appendix 5: Implementation and Deliver Appendix.</p> <p>(In order to set out what is expected from the development and the costs in bringing the sites forward) .</p>	<p>Updated information in relation to the Strategic, Non-Strategic and Employment Allocations is detailed within Appendix 3 below. Proposal to include this updated information as Appendix 5 (Implementation & Delivery) to the RLDP Written Statement.</p>
MAC 009	<p>AP 2.1 – Council to amend Policy SP6 and associated text to reflect changes to the</p>	<p>Policy SP6 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red as follows:</p> <p><u>SP6: Sustainable Housing Strategy</u></p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>housing land supply figure.</p> <p>Appendix 1 (Housing Trajectory) and Table 7 also to be amended for consistency</p>	<p>The plan makes provision for 9,207 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 1,977 1,711 of these homes will be affordable. Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will:</p> <ol style="list-style-type: none"> 1) Prioritise the re-use of previously developed (Brownfield) land; 2) Enable delivery of Strategic Sites, including Regeneration Sites within existing settlement boundaries and Sustainable Urban Extensions (SUEs) on the edge of established settlements; 3) Enable Edge of Settlement Sites within, and on the edge of, established settlements; 4) Support windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land; 5) Enable exception sites within or adjoining settlement boundaries to deliver affordable housing and homes that provide for an identified local need; and 6) Support use of Place Plans to identify small, local development sites that reflect local distinctiveness and address local, specific community scale issues and promote self and custom build opportunities.

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>There will be a presumption against housing development in all areas outside defined settlement boundaries, unless the proposal is considered an appropriate exceptional case as detailed in Development Management Policy COM5.</p> <p>Delivery of the housing requirement is fundamental to effectiveness of the LDP and will be monitored on an annual basis through the Annual Monitoring Report.</p> <p>Supporting paragraph 5.3.8 to be amended as below:</p> <p>The Plan makes provision for 9,207 8,628 new dwellings in Bridgend County Borough (incorporating a 1,632 1,053 dwelling over allocation / 20 14% flexibility allowance) to accommodate a housing requirement of 7,575 dwellings during the 15 year LDP period from 2018 to 2033. As evidenced through the Housing Trajectory (Appendix 1), this level of flexibility comfortably demonstrates delivery of the Anticipated Annual Build Rate (AABR) throughout the plan period. The flexibility allowance has been included to ensure the Plan will remain effective in the event of changing circumstances such as non-delivery of key sites and/or other unforeseen issues. This will allow for the plan and trajectory to be resilient and sufficiently adaptable to deal with any unforeseen changes, whilst still enabling the housing requirement to be delivered.</p> <p>Supporting paragraph 5.3.16 to be amended as below:</p> <p>Additional long-term Regeneration Sites are also proposed for allocation, 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 PPW, 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. These sites will therefore be considered 'bonus sites' in addition to the provision identified</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>in Table 7. Specifically, Coegnant Reclamation Site (COM1 (R1)), the Former Cooper Standard Site, Ewenny Road (COM1 (R2)) and Maesteg Washery (COM1 (R32)), will not be counted as part of the immediate housing land supply, although the Council remains committed to their redevelopment through their allocation as long-term Regeneration Sites. This recognises the fact that the deliverability timescales of these sites are more difficult to specify, despite their high credentials in terms of sustainable development and placemaking.</p> <p><u>Appendix 1: Housing Trajectory to be updated as per Appendix 8.</u></p> <p><u>Table 7: Summary of Spatial Distribution of Housing to be updated as per Appendix 9.</u></p>
MAC 010	<p>AP 2.8 – Council to consider including a benchmark dwellings per hectare figure in Policy COM 6 (for clarity and to maximise sustainable densities).</p>	<p>Policy COM6 to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>COM6: Residential Density</u></p> <p>Development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density. In the first instance, residential development should seek to reflect a density of 50 dwellings per hectare. Higher residential densities and mixed uses must be achieved along public and mass transport hubs to maximise the opportunities for transit orientated development. Lower density of development will only be permitted where:</p> <ol style="list-style-type: none"> 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or 2) The minimum density would harm the character and appearance of the site’s surroundings; or 3) Where it can be demonstrated there is a particular lack of choice of housing types within a local community.

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>In all cases, housing developments must make the most efficient use of land in accordance with sustainable, placemaking principles. Good Design must be utilised to maximise the density of development without compromising the quality of the living conditions provided, whilst making adequate provision for privacy and space about dwellings.</p> <p>Residential development on allocated sites must be delivered in accordance with the capacities specified in COM1 or otherwise robustly demonstrate why variance is necessary.</p> <p>The reasoned justification is to also been amended to include a reference to residential density as defined in Future Wales. Proposed changes have been made in green:</p> <p>5.3.37 All land utilised for development must be used as efficiently as possible and brought forward at a density which maximises the development potential of the land and the level of affordable housing provision in accordance with COM6, which requires a density of 50 dwellings per hectare (as defined in Future Wales: The National Plan 2040 (or subsequent iterations)). Higher density developments can help to lessen the quantity of land needed to meet future housing needs, although a balance has to be achieved to ensure a quality living environment enshrined in placemaking principles.</p>
MAC 011	<p>AP 2.9 – Council to revise Policy COM 7 to clarify the requirements of criterion 1 and 6.</p> <p>This is considered necessary to ensure</p>	<p>Policy COM7 to include the following additional text highlighted in green:</p> <p><u>Policy COM7: Houses in Multiple Occupation</u></p> <p>Proposals to convert an existing building into a House in Multiple Occupation (HMO), bedsits or other forms of shared housing will only be permitted within defined settlement boundaries if:</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>that the Council has effective control on preventing an over concentration of HMOs and any resulting cumulative impacts within the County Borough.</p>	<p>1) The cumulative impact of the development would not lead to an over concentration of HMOs in the locality to the detriment of community cohesion or residential living standards; It would not lead to more than 10% of all residential properties within a 50m radius of the proposal being HMOs;</p> <p>2) Conversion is possible without major extensions or alterations to the building which would significantly alter the character and appearance of the street scene and the broader locality;</p> <p>3) The scale and intensity of use would be compatible with the existing building and adjoining and nearby uses;</p> <p>4) the proposal incorporates on-site parking provision or demonstrates that it will not have an adverse effect on local parking provision;</p> <p>5) the proposal includes adequate storage for recycling/refuse, cycles and a clothes drying area; and</p> <p>6) The proposal does not result in any residential property being directly between two HMOs or more than two HMO's being side by side. The proposed development would not have an unacceptable adverse impact on residential amenity.</p> <p>In all other respects development will be expected to meet the relevant requirements set out in other LDP policies.”</p> <p>In addition, the following amendments are proposed to the supporting text at paras 5.3.41. The additional text is highlighted in green.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>5.3.41 However, residents of HMOs can often remain in situ for relatively less time than residents of other dwelling houses, meaning areas with significant concentrations of HMOs can witness greater population turnover. Equally, multiple occupation of a house can involve intensification of its residential use, due to a greater number of independent adults residing within the property. In certain instances, this can lead to increased levels of activity in and around the house, greater noise levels, additional demand for car parking spaces and waste disposal issues. Nevertheless, conversion of a single dwelling house into a HMO may not necessarily constitute intensification. For example, a single dwelling house could accommodate an adult couple plus several additional adult children who are set to remain in the parental home for an unspecified period. On this basis, it is normally difficult to demonstrate the degree of impact that an individual property converted to a HMO may have on the character and amenity of its surroundings. However, a high proportion of HMOs can have a much more significant cumulative impact on the character of an area, its residential amenity and also local community cohesion. The Welsh Government’s Housing in Multiple Occupation: Review & Evidence Gathering report found concerns regarding the number of HMOs increases once concentrations of HMO households rise above 10%. Such concentrations have the potential to cause negative amenity impacts upon existing residents including the potential for increased levels of disturbance associated with multiple households within a property. These factors combined with a reduction in the number of family homes within an area can inhibit the maintenance of sustainable, mixed and balanced communities.</p>
MAC 012	AP 2.10 – In discussion with the HBF, the Council is to consider amending Policy COM 10 to clarify its requirements in	<p>Policy COM10 to include the following additional text highlighted in green.</p> <p><u>COM10: Provision of Outdoor Recreation Facilities</u> Provision of a satisfactory standard of outdoor recreation space is required on all new housing developments, based on following standards:</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>respect of matters such as SUDs and areas for biodiversity enhancement.</p>	<p>1) 1.2 hectares per 1,000 population for Playing Pitches; 2) 1.6 hectares per 1,000 population for Other Outdoor Sports (non-pitch); 3) 0.25 hectares per 1,000 population for Equipped/Designated Play Areas; 4) 0.3 hectares per 1,000 population for Other Outdoor Provision; 128 5) 0.2 hectares per 1,000 population for Allotment provision;</p> <p>The nature and type of provision will be informed by the findings of the latest Outdoor Sport and Children’s Playspace Audit and Allotment Audit. On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities and New Housing Development SPG.</p> <p>Good quality SuDS (such as wetlands, swales, ponds and vegetated SuDS) that help enhance access to green spaces and provide an improved local environment which integrates the surface water drainage function with open space and provides habitat opportunities to deliver biodiversity net benefit will be supported. However, the SuDS provision must not impact on the continual use of formal open space throughout the year, nor be used in lieu of providing a suitable amount of outdoor recreation facilities and play space provision in line with Fields in Trust (FIT) Guidance.</p> <p>Financial contributions, equivalent to the same value that would otherwise be expected on-site, may be acceptable in lieu of on-site provision for larger scale play spaces, or where existing play space lies within walking distance of a proposed development.</p> <p>These contributions will be used to improve existing provision by:</p> <ul style="list-style-type: none"> a) making an area more accessible to the community; b) better management for biodiversity and/or for passive enjoyment; c) enhancements through more usable equipment, or better space or ancillary facilities; d) increase in playing capacity; or

MAC Ref	Action Point / Reason	Matters Arising Change
		e) a combination of the above
MAC 014	AP 2.12 – Council to amend the reasoned justification of Policy COM 11 to reference to enabling development (for added clarity).	<p>Para 5.3.68 to include the following additional text highlighted in green.</p> <p>In addition to the benefits of formal recreation provision, PPW highlights how informal, yet high quality and accessible green spaces can promote nature conservation, biodiversity and better air quality to enhance the quality of life of individuals and communities. Such spaces also have a role in climate protection and in enabling the adaptation of urban areas to the impacts of climate change, for example by contributing to flood management and helping to reduce the effects of urban heat islands. Natural and Semi-Natural Greenspace and Amenity Green Space are less formal in character than Outdoor Recreation Facilities and provide the opportunity for a mixture of activities to be enjoyed by all ages of the community. COM11 promotes the provision of such spaces, which include informal recreation spaces and communal green spaces in and around housing areas. Such areas are important components of the wider green infrastructure network to protect and enhance biodiversity and ecological resilience, whilst improving well-being outcomes in accordance with DNP8. Development proposals that provide an enhanced level of accessibility to natural and semi-natural greenspace (including amenity greenspace) may be supported subject to other policies in the RLDP.</p>
MAC 015	AP 3.1 - Council to amend the affordable housing target in Policy SP6 and associated text (to update target in line with the refreshed housing trajectory).	<p>MAC 015 should be read in conjunction with MAC 047.</p> <p>Policy SP6 will be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p><u>SP6: Sustainable Housing Strategy</u></p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>The plan makes provision for 8,335 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 4,977 1,711 of these homes will be affordable.</p> <p>Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will:</p> <ol style="list-style-type: none"> 1) Prioritise the re-use of previously developed (Brownfield) land; 2) Enable delivery of Strategic Sites, including Regeneration Sites within existing settlement boundaries and Sustainable Urban Extensions (SUEs) on the edge of established settlements; 3) Enable Edge of Settlement Sites within, and on the edge of, established settlements; 4) Support windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land; 5) Enable exception sites within or adjoining settlement boundaries to deliver affordable housing and homes that provide for an identified local need; and 6) Support use of Place Plans to identify small, local development sites that reflect local distinctiveness and address local, specific community scale issues and promote self and custom build opportunities. <p>There will be a presumption against housing development in all areas outside defined settlement boundaries, unless the proposal is considered an appropriate exceptional case as detailed in Development Management Policy COM5.</p> <p>Delivery of the housing requirement is fundamental to effectiveness of the LDP and will be monitored on an annual basis through the Annual Monitoring Report.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Supporting paragraph 5.3.10 will be amended as follows:</p> <p>The delivery of affordable housing is an integral part of the LDP’s overall housing requirement, which incorporates 1,977 1,711 affordable housing units.</p>
MAC 016	<p>AP 3.2 – Council to amend Policy COM 5 and associated text to include reference to the development of affordable housing ‘within or adjoining’ settlement boundaries (to comply with national policy).</p> <p>And</p> <p>AP 3.3 – Council to review Policy COM 5 (2) and, in light of the settlement hierarchy, consider if an alternative approach which provides greater flexibility to deliver</p>	<p>Policy COM5 to be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p>Proposals to develop affordable housing on sites outside within or adjoining settlement boundaries will only be permitted where:</p> <ol style="list-style-type: none"> 1) The proposal meets an identified local need that cannot be satisfied on alternative sites within the locality’s identified settlement boundary; 2) The proposal represents a logical extension to the existing settlement, does not exceed ten affordable dwellings and is of a scale appropriate to and in keeping with the character of the settlement; 3) The site is in a sustainable location, within or adjoining adjacent to an existing settlement boundary with reasonable access to at least a basic range of local community services and facilities; 4) The proposed dwelling(s) are of a size, tenure and design which is commensurate with the affordable housing need identified for the locality;

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>affordable housing on exception sites might be appropriate (to enable affordable housing in the most sustainable areas).</p>	<p>5) There are secure mechanisms in place to ensure the dwellings are accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers; and</p> <p>6) There is no loss of land of important recreational, amenity or natural heritage value.</p> <p>Proposals within or adjoining Tier 1 and Tier 2 Settlements that exceed the threshold of ten dwellings in criterion 2 will be permitted where the applicant can demonstrate:</p> <ul style="list-style-type: none"> a) There are no existing concentrations of affordable housing within the site's vicinity, which would be further compounded by the proposal; b) The design, scale, layout and siting of the affordable homes will positively integrate with nearby existing communities to ensure the development will not result in a noticeable, isolated concentration of affordable housing; and c) The proposal contains a sustainable mix of house types, sizes and tenures to allow for a balanced community, while responding to housing need identified within the LHMA or by the Local Housing Authority. <p>All exception sites must provide enhanced active travel links to connect to the Active Travel Network and/or nearest commercial centre as appropriate.</p> <p>Market housing will not be permitted on 100% affordable housing exception sites. The proposed affordable housing must meet the needs of local people in perpetuity, which will be secured through the planning consent by means of a S106 legal agreement.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Supporting paragraph 5.3.34 to be amended as below:</p> <p>5.3.34 COM5 will facilitate delivery of small affordable housing schemes within or adjoining existing settlements where it can be clearly demonstrated that there is a pressing local need and this need cannot otherwise be accommodated within the respective settlement boundary. Affordable Housing Exception Sites must typically comprise of no more than 10 units, which is the appropriate size for a sustainable cluster of affordable housing. Sites larger than 10 units can become increasingly uncondusive to the delivery and maintenance of balanced, mixed tenure communities and will therefore not be in accordance with COM5. However, it is recognised that the Tier 1 and Tier 2 Settlements are the most sustainable in the settlement hierarchy. Proposals for more than 10 affordable units may be acceptable within or adjoining Tier 1 and Tier 2 Settlements where applicants clearly justify the need to depart from a ten-unit cluster in the context of the wider environ and in response to acute local housing need identified by the LHMA and/or Local Housing Authority. In order to demonstrate these points, the planning application must be accompanied by a robust affordable housing statement. This must specify the reasons why the proposal deviates from the clustering threshold specified within COM5(2) and demonstrate how the development would not further compound or result in noticeable concentrations of affordable housing within a particular locality. The statement must also describe how a larger exception site would integrate with nearby existing communities in a manner that prevents stigmatisation and non-inclusivity by virtue of its design, layout, scale and siting. The statement must also detail how the mix of affordable tenures, types and sizes respond to the LHMA while maximising opportunities for different household structures to reside cohesively. Clusters of more than ten units will need to be carefully designed and balanced to help prevent atypically high child densities, over concentration of similar household types and undue clustering of households with high support needs in a small geographical radius. Enhanced connections to the Active Travel</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p data-bbox="770 240 2080 316">Network and/or nearest commercial centre must be provided to promote sustainable forms of travel and minimise reliance on the private car.</p> <p data-bbox="669 411 1391 443">Paragraph 4.3.62 to be amended as set out below:</p> <p data-bbox="669 475 2080 847">Affordable Housing Exception Sites will typically comprise of no more than 10 units, which is the appropriate size for a sustainable cluster of affordable units. Larger sites can become increasingly uncondusive to the delivery and maintenance of a balanced, mixed tenure community and will therefore not meet the definition of this site typology. The Replacement LDP seeks to deliver the identified affordable housing target within the designated settlement boundaries in accordance with placemaking principles. COM5 does not seek to promote significant levels of affordable housing development outside of settlement boundaries to contribute to this target, rather provide a mechanism to meet specific, pressing, yet limited housing need. Affordable Housing Exception sites will be small in scale and exceptional in circumstance.</p> <p data-bbox="669 943 1391 975">Paragraph 5.3.23 to be amended as set out below:</p> <p data-bbox="669 1007 2080 1378">The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP. On this basis, no further allowance has been made in Table 8 to factor in such alternative affordable housing delivery mechanisms. Equally, whilst there is a framework to enable affordable housing exception sites, these developments are intended to be</p>

MAC Ref	Action Point / Reason	Matters Arising Change																				
		small in scale, exceptional in circumstance and only to meet an identified, pressing, local need. The LDP's affordable housing target does not factor in an allowance for affordable housing delivered on exception sites for this reason.																				
MAC 017	AP 3.5 – Council to amend Table 9: Gypsy and Travellers Need over the Plan Period to reflect the revised need.	<p>Table 9 to be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p><u>Table 9: Gypsy and Traveller Need over the Plan Period</u></p> <table border="1" data-bbox="714 748 2029 1348"> <thead> <tr> <th data-bbox="723 754 965 879">Type / Location of Need</th> <th data-bbox="965 754 1167 879">2020-2025</th> <th data-bbox="1167 754 1391 879">2025-2033</th> <th data-bbox="1391 754 1592 879">Total Need LDP Plan Period</th> <th data-bbox="1592 754 2020 879">Allocation Required in LDP?</th> </tr> </thead> <tbody> <tr> <td data-bbox="723 879 965 1007">Residential (Pencoed)</td> <td data-bbox="965 879 1167 1007">0 pitches</td> <td data-bbox="1167 879 1391 1007">1 pitch</td> <td data-bbox="1391 879 1592 1007">1 pitch</td> <td data-bbox="1592 879 2020 1007">No – relocated to an existing authorised private site and no longer requires assistance.</td> </tr> <tr> <td data-bbox="723 1007 965 1094">Residential (Pen-Y-Fai)</td> <td data-bbox="965 1007 1167 1094">3 pitches</td> <td data-bbox="1167 1007 1391 1094">0 pitches</td> <td data-bbox="1391 1007 1592 1094">3 pitches</td> <td data-bbox="1592 1007 2020 1094">Yes – Land is allocated via SP7(1) for 3 pitches</td> </tr> <tr> <td data-bbox="723 1094 965 1342">Residential (Coytrahen)</td> <td data-bbox="965 1094 1167 1342">2 pitches</td> <td data-bbox="1167 1094 1391 1342">1 pitches pitch</td> <td data-bbox="1391 1094 1592 1342">3 pitches</td> <td data-bbox="1592 1094 2020 1342">Yes – Land is allocated via SP7(2) for 3 Pitches. No - consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches.</td> </tr> </tbody> </table>	Type / Location of Need	2020-2025	2025-2033	Total Need LDP Plan Period	Allocation Required in LDP?	Residential (Pencoed)	0 pitches	1 pitch	1 pitch	No – relocated to an existing authorised private site and no longer requires assistance.	Residential (Pen-Y-Fai)	3 pitches	0 pitches	3 pitches	Yes – Land is allocated via SP7(1) for 3 pitches	Residential (Coytrahen)	2 pitches	1 pitches pitch	3 pitches	Yes – Land is allocated via SP7(2) for 3 Pitches. No - consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches.
Type / Location of Need	2020-2025	2025-2033	Total Need LDP Plan Period	Allocation Required in LDP?																		
Residential (Pencoed)	0 pitches	1 pitch	1 pitch	No – relocated to an existing authorised private site and no longer requires assistance.																		
Residential (Pen-Y-Fai)	3 pitches	0 pitches	3 pitches	Yes – Land is allocated via SP7(1) for 3 pitches																		
Residential (Coytrahen)	2 pitches	1 pitches pitch	3 pitches	Yes – Land is allocated via SP7(2) for 3 Pitches. No - consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches.																		

MAC Ref	Action Point / Reason	Matters Arising Change				
		<table border="1" data-bbox="719 237 2029 368"> <tr> <td data-bbox="719 237 965 368">Total Pitches LDP Period</td> <td data-bbox="965 237 1167 368">5 pitches immediate need</td> <td data-bbox="1167 237 1391 368">2 pitches (2025-2033)</td> <td data-bbox="1391 237 2029 368">7 pitches</td> </tr> </table> <p data-bbox="674 437 1442 469">Supporting paragraph 5.3.47 to be amended as below:</p> <p data-bbox="674 501 2080 743">Based on this evidence of need, the Council has made site specific provision for two one permanent three pitch sites (SP7), which are is intended for private development. The identified sites have has been selected based on the guidance contained in Circular 005/2018 as detailed within the Gypsy and Traveller Site Options Background Paper. The site allocations have has also been informed by and have been subject to close consultation with the respective members of the Gypsy, Traveller and Showperson Showpeople community.</p>	Total Pitches LDP Period	5 pitches immediate need	2 pitches (2025-2033)	7 pitches
Total Pitches LDP Period	5 pitches immediate need	2 pitches (2025-2033)	7 pitches			
MAC 018	AP 3.6 – Council to delete Policy SP7 (2) Land adjacent to Bryncethin Depot (no longer necessary to meet identified Gypsy and Traveller needs).	<p data-bbox="674 778 1637 810">Policy SP7 (2) to be amended to delete the text stuck through in red:</p> <p data-bbox="674 842 1308 874"><u>SP7: Gypsy, Traveller and Showpeople Sites</u></p> <p data-bbox="674 906 2080 1023">Gypsy, Traveller and Showperson Sites are allocated in the following locations, as shown on the Proposals Map, to meet the identified needs of the community over the LDP period as detailed in the GTAA:</p> <p data-bbox="674 1054 1581 1086">SP7 (1) Land off Old Coachman’s Lane (permanent, 3 pitch site)</p> <p data-bbox="674 1118 1632 1150">SP7 (2) Land adjacent to Bryncethin Depot (permanent, 3 pitch site)</p> <p data-bbox="674 1246 1339 1278">SP7(2) to be removed from the Proposals Map.</p>				
MAC 019	ED8a(1) – Delete reference to ‘the	Policy ENT1 to be amended to delete the text stuck through in red :				

MAC Ref	Action Point / Reason	Matters Arising Change
	Council' as per Inspector's request.	<p><u>ENT1: Employment Allocations</u></p> <p>To support the Council's Employment Land Strategy, 74.7 68.8 hectares of available employment land is allocated for employment development at the following locations for the uses specified</p>
MAC 020	ED8a(2) – Delete Christie Tyler site from ENT2 due to a drafting error (land not needed for employment in the RLDP period).	<p>Policy ENT2 to be re-ordered and to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p><u>ENT2: Protection of Employment Sites</u></p> <p><u>Other Areas</u></p> <p>26) Abergarw Industrial Estate</p> <p>27) Bryncethin Depot</p> <p>28) Brynmenyn Industrial Estate</p> <p>29) Former Christie Tyler Site Wern Tarw</p> <p>30) Enterprise Centre, Tondu</p> <p>31) Land west of Maesteg Rd, Tondu</p> <p>32) Land adjacent to Sarn Park Services</p> <p>33) Ffaldau Industrial Estate</p> <p>34) Georgia Pacific</p> <p>35) Green Meadow, Llangeinor</p> <p>36) Isfryn Industrial Estate</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>37) Wern Tarw</p> <p>Proposals Map to be updated accordingly; with the Former Christie Tyler Site being deleted and the Wern Tarw Employment Allocation being renumbered from ENT37 to ENT29.</p>
MAC 021	<p>ED8a(3) – Amend ENT3 to read ‘will be supported where’ rather than ‘will also be permitted unless’ (to enhance policy wording).</p>	<p>Policy ENT3 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>ENT3: Non-B Uses on Allocated Employment Sites</u></p> <p>The change of use of allocated industrial and commercial land and premises (including vacant land on employment sites) from Use Classes B1, B2 and B8 to residential uses will not be permitted. The change of use from Classes B1, B2 and B8 to other uses will be supported where also not be permitted unless it can be demonstrated that:</p> <ol style="list-style-type: none"> 1) There are no other suitable sites available with reference to the retail hierarchy detailed within SP12 and other policies in this Plan; 2) A building on an allocated employment site is required to accommodate the use; 3) The property or site has been vacant for a period of at least 12 months and has been marketed throughout that time at a fair market value for the area and the condition of the property or site; 4) The proposed new development will have no unacceptable impact on neighbouring existing occupiers or allocated uses; and 5) The site is accessible by a choice of means of transport other than the car and promotes use of Active Travel opportunities.

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 022	<p>ED8a(4) – Amend ENT4 to read ‘supported’ rather than ‘positive weight’ (to enhance policy wording).</p>	<p>Policy ENT4 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>ENT4: Rural Economy</u></p> <p>In locations outside of the settlement boundary, positive weight will be afforded to new applications for ‘expansion’ or re-location of firms who have operated within the settlement for at least 3 years will be supported, and where:</p> <ol style="list-style-type: none"> 1) It is demonstrated that there are no suitable buildings or sites within the settlement or nearby; 2) The site is previously developed land or it can be demonstrated that there are no suitable previously developed sites available; 3) The proposal is justified by a business case, demonstrating that the business is viable; 4) There is a named user for the development, who shall be the first occupant secured by a planning condition; and 5) The proposal is well related to the built form of the settlement and of an appropriate scale to the settlement.
MAC 023	<p>ED8a(5) – Amend ENT5 to omit reference</p>	<p>Policy ENT5 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	to 'the Council' as per the Inspector's request and minor wording changes for enhancement.	<p><u>ENT5: Former Ford Site, Bridgend</u></p> <p>The Council will prioritise the re-development of the former Ford Site will be prioritised as a key economic opportunity and will work collaboratively in collaboration with Welsh Government and the landowners to secure the best outcome for Bridgend, whilst seeking to replace the jobs that have been lost. The former Ford Site constitutes a pivotal economic land allocation within the successful Waterton Industrial Estate and will be promoted as a means of economic stimulus for Bridgend County Borough and the wider regions.</p>
MAC 024	ED8a(6) – Amend COM9 to read 'Where it can be demonstrated' rather than 'In the view of the LPA' to enhance policy wording.	<p>Policy COM9 to be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>COM9: Protection of Social and Community Facilities</u></p> <p>Proposals which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:</p> <ol style="list-style-type: none"> 1) A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off site within the community; or 2) In the view of the LPA Where it can be demonstrated that the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.
MAC 025	ED8a(7) – Amend the reasoned justification of COM14 to include reference to Future Wales and the	The reasoned justification of Policy COM14 (Telecommunications and Digital Technology Infrastructure) to be amended at paragraph 5.3.75 to include the additional text highlighted in green :

MAC Ref	Action Point / Reason	Matters Arising Change
	importance of digital communication infrastructure to better align with Future Wales.	5.3.75 Adequate and efficient telecommunications and digital technology infrastructure is increasingly crucial for economic, social and environmental sustainability. Future Wales outlines how digital communications infrastructure is vital to the future success and economic competitiveness of businesses, whilst supporting community and individual needs. Hence, Future Wales supports the provision of digital communications infrastructure and services across Wales and requires new developments to include the provision of high-speed broadband infrastructure from the outset. PPW outlines that affordable, secure electronic communications underpin economic competitiveness and can provide opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. COM14 supports telecommunications infrastructure where it is required, whilst safeguarding against any adverse impacts on residential amenity, natural and built heritage assets, sensitive landscapes and other environmental designations. Developers should proactively engage with owners or operators of sensitive uses (such as hospitals, childcare facilities or educational establishments) early on in the development process to discuss any technical or other amenity issues that may arise as a result of the development. COM14 seeks to enable the County Borough to respond positively and flexibly to technological advances over the Replacement LDP period, whilst minimising impacts on amenity and the local environment.”
MAC 026	ED8a(8) – Amend criteria 9 of SP10 to include reference to ‘health facilities’ to enhance clarity.	Policy SP10 to be amended to include the additional text highlighted in green : All development proposals must be supported by sufficient existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure must be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate. <u>SP10: Infrastructure</u> The requirements for such agreements will include consideration of and appropriate provision for:

MAC Ref	Action Point / Reason	Matters Arising Change
		<ol style="list-style-type: none"> 1) Affordable housing; 2) Economic Infrastructure – Telecommunications / broadband infrastructure; 3) Utilities; 4) Educational facilities and/or their upgrades; 5) Green infrastructure and outdoor recreation; 6) Renewable energy and low carbon technologies; 7) Transportation Infrastructure - Improvements to the highway network, including walking and cycling routes (Active Travel) and public transport; 8) Protection, enhancement and management of the natural, historic and built environment; 9) Community facilities, health facilities and/or their upgrades; 10)Waste management and recycling facilities; 11)Initiatives to manage and mitigate the impact of climate change; and Improvements to the public realm; 12)Welsh Language. <p>Infrastructure providers will be consulted on relevant planning applications.</p>
MAC 027	ED9a(1) - Council to amend Policies COM11, COM12, ENT10 and SP14 to	Policies COM11, COM12, ENT10 and SP14 to be amended to include the additional text highlighted in green . The text proposed for deletion has been stuck through in red :

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>remove reference to 'the Council' as per the Inspector's request and other typographical enhancements.</p> <p>SP14 also amended to reference existing water and sewerage infrastructure in response to a request by Dŵr Cymru Welsh Water at Deposit Consultation Stage</p>	<p><u>COM11: Provision of Natural and Semi-Natural Greenspace (including Amenity Greenspace)</u></p> <p>The Council will promote the provision of accessible, Natural and Semi-Natural Greenspace (including Amenity Green Space) will be promoted wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:</p> <p>COM11(1) Blaengarw and Pontycymmer Linear Park</p> <p>COM11(2) Part of former Central Washery Site, Ogmere Vale COM11(3) Heol Wastad Waun, Pencoed</p> <p>COM11(4) Pwll-y-Waun, Porthcawl</p> <p>COM11(5) Brackla Ridge and Associated Areas, Bridgend</p> <p>COM11(6) Parc Tyn y Coed, Bryncethin</p> <p>COM11(7) Land off Waunscil Avenue, Bridgend</p> <p>COM11(8) Land South West of City Road, Bettws</p> <p>COM11(9) The Former Maesteg Washery, Maesteg</p> <p>COM11(10) Newbridge Fields, Bridgend”</p> <p><u>COM12: Provision of Allotments and Community Food Networks</u></p> <p>The Council will promote the provision of allotments and community food networks will be promoted wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>COM12(1) Caerau and Brynglas Market Garden</p> <p>COM12(2) Land to South of Llangeinor Football Club</p> <p><u>ENT10: Low Carbon Heating Technologies for New Development</u></p> <p>The Council LDP has an aspiration for all new homes to be net zero carbon in the first instance. New major development must:</p> <ol style="list-style-type: none"> 1) Be accompanied by an ‘Energy Masterplan’ that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. 2) Demonstrate that heating systems have been selected in accordance with the following sequential approach: <ol style="list-style-type: none"> a) Connection to an existing heat network or installation of a new heat network or connection from the point of occupation (If installation or connection is not feasible or financially viable, then development must be designed so as not to prejudice any future installation or connection to a District Heat Network); b) If criterion 2a) is not technically feasible or financially viable, employing sustainable alternatives to heat networks such as individual renewable or communal renewable or low carbon installations must be considered; c) If criteria 2a) and 2b) are not technically feasible or financially viable, installation of Hybrid heat pumps must be considered;

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>d) If criteria 2a), 2b) and 2c) are not technically feasible or financially viable, installation of electric only heating systems must be considered; e) If none of the above are technically feasible or financially viable, development can then seek to connect to the gas network.”</p> <p><u>SP14: Sustainable Development of Mineral Resources</u></p> <p>The efficient and appropriate use of minerals within the County will be encouraged, including the re-use and recycling of suitable minerals as an alternative to primary won aggregates. The extraction of mineral resources will be permitted where they satisfy the following criteria:</p> <ol style="list-style-type: none"> 1) It can be demonstrated that there is a requirement for the mineral to meet the need of society either nationally, regionally or locally, and the need cannot be met from secondary or recycled materials or existing reserves. As a minimum, a 10 year landbank of crushed rock will be maintained throughout the Plan period; 2) The proposed end use of the mineral resource is appropriate and represents an efficient and sustainable use of the resource; 3) The development would not cause demonstrable harm to the amenities of local communities, in particular with regard to access, traffic generation, noise, vibration, dust, air quality and odour; 4) The proposal would not result in any significant adverse impacts on public health and well-being; 5) There would be no significant adverse impact, including visual impact, on the landscape, natural heritage, cultural and historic environments; 6) There would be no significant adverse impact on the quality and quantity of controlled waters and no additional flood risk from land drainage;

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>7) It can be demonstrated that no significant danger, damage or disruption would arise from subsidence or ground instability;</p> <p>8) The proposal would not adversely impact agricultural interests, particularly on high quality agricultural land;</p> <p>9) Opportunities for the re-use and/or recycling of mineral waste are maximised;</p> <p>9)10) The proposal has duly considered the location of any existing water and sewerage infrastructure;</p> <p>10)11) The minerals will be transported by rail wherever feasible; and,</p> <p>11)12) Appropriate and progressive restoration and aftercare measures have been submitted, including post closure management of the site and the provision of other appropriate compensatory enhancements</p> <p>The Council will not support the development of land based unconventional oil or gas operations, including the exploration, appraisal and extraction of oil and gas by unconventional methods (including the drilling of exploratory boreholes) will not be supported.</p>
MAC 028	ED9a(2) - Council to amend Policy ENT6 and its reasoned justification to include details of the quantum of retail need and to identify how and where the need will be met (to	<p>Policy ENT6 to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red.</p> <p><u>ENT6: Retail and Commercial Development</u></p> <p>The regeneration of retail and commercial centres, through the refurbishment or redevelopment of key sites and buildings for retail, commercial, leisure, education and other complementary uses, will be favoured supported. The following sites are identified as key regeneration sites:</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	clarify how the policy responds to the retail evidence base).	<p>1) Southside – Land at the Bridgend Shopping Centre, Cheapside, Police Station and Brackla Street, Bridgend – 2.31ha (including 9,990m² of retail and food and drink)</p> <p>2) Porthcawl Waterfront Regeneration Area, Porthcawl – 2,500m² (SP2(1)/PLA1)</p> <p>An additional 12,790m² comparison retail floorspace will be met by the re-use of existing vacant space in the following commercial centres:</p> <p>3) Bridgend Town Centre – minimum of 6,395m²</p> <p>4) Porthcawl Town Centre – minimum of 2,686m²</p> <p>5) Maesteg Town Centre – minimum of 2,686m²</p> <p>6) Pencoed District Centre – minimum of 895m²</p> <p>7) Pyle and Kenfig Hill District Centres – minimum of 128m²</p> <p>Outside of the above Retail and Commercial Centres, retail, leisure and appropriate complementary commercial proposals will be supported within allocated mixed use Strategic sites only where:</p> <p>a) It is specifically identified as an opportunity as part of a site specific proposal and included within the masterplan as an integral element of a planned new neighbourhood to reinforce a sense of place;</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>b) It is sited in an appropriate, central location within the community that it is to serve, and within close proximity to a public transport corridor;</p> <p>c) It is of an appropriate scale to meet an identified evidenced need; and</p> <p>d) It would not negatively impact upon the vitality, viability and attractiveness of a designated Centre.</p> <p>An additional 400m² convenience retail floorspace will be specifically met at the following Strategic Sites:</p> <p>8) Land South of Bridgend (SP2(2)/PLA2) - minimum of 100m²</p> <p>9) Land East of Pyle (SP2(5)/PLA5) - minimum of 300m²</p> <p>The following amendments are proposed to the supporting text at para 5.4.59 and 5.4.60. The additional text is highlighted in green.</p> <p>5.4.58 The mixed-use regeneration of Southside is one of the projects in the Bridgend Masterplan, which together account for the provision of 23,000m² of reconfigured, refurbished and new retail and food & drink proposals. This includes 21,000m² of 'reconfigured' and refurbished existing space at:</p> <ul style="list-style-type: none"> • Bridgend Shopping Centre (9,990m²) • The Rhiw (9,272m²) • Wyndham St (1,500m²) • Queen St (170m²) • Cambrian House (430m²)

MAC Ref	Action Point / Reason	Matters Arising Change
		<ul style="list-style-type: none"> • Bridgend Station redevelopment (1,810m²) <p>5.4.59 These are complemented by other mixed-use regeneration proposals to stimulate footfall in the town centre, improve existing buildings and the redevelopment of underutilised sites. Alongside this the masterplan identifies town centre wide environmental improvements including green and blue infrastructure improvements, active travel links, new public spaces to facilitate social distancing, tree planting, heritage trails and building character and street art improvements.</p> <p>5.4.59 A refreshed Retail Study Update was undertaken in 2022 to re-examine retail need within the county borough, trends affecting the retail sector and how this may change over time. It also assessed future needs for comparison and convenience retail floorspace to 2033, based on a range of updated technical inputs.</p> <p>i) The 2022 Study now evidences capacity for 12,790 sq.m of additional comparison retail sales area floorspace over the whole plan period (up to 2033) of which there is medium-term capacity for 6,291 sq.m sales area (by 2028). The main reason for additional capacity in the comparison goods sector is higher population growth (an additional 12,709 persons) when compared with the 2018 position. The Study recommends that the comparison need identified should be met within existing town centres in the first instance in accordance with Planning Policy Wales' 'Town Centre First' principle. Accompanying primary survey work has demonstrated more than sufficient capacity to accommodate the comparison retail sales area floorspace identified.</p> <p>ii) Conversely, the 2022 Study evidences less capacity in the convenience goods sector due to existing commitments. This leaves capacity for just 403 sq.m of additional convenience retail sales area floorspace over the whole plan period (up to 2033), of which, there is no capacity for additional convenience retail floorspace in the short and medium term. The 2022 Study concludes that the strategic sites offer the best opportunity to deliver the shortfall in convenience through local service centres. The illustrative masterplans collectively demonstrate more than sufficient</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>provision to accommodate the small quantum of additional convenience retail sales needed over the plan period.</p> <p>5.4.60 The Council recognises the important role that local shopping facilities play in serving their communities and appreciates that their provision can mean a vital service is provided to local people. In areas of new housing growth this may result in the need to provide new local convenience goods retailing either within, or close to, the new development to meet the everyday needs of the residents. This is likely to occur outside of the retailing and commercial centres identified in SP12. Policy ENT6 therefore seeks to facilitate the provision of new locally scaled convenience goods retailing provision where the need can be identified. In the case of large-scale residential or mixed-use developments incorporating a significant element of residential development, there is a case for providing a new retailing centre incorporating other retailing, leisure and commercial uses at a scale and size proportionate to the site as a whole. In summary, the retail need identified will be met by allocating regeneration sites in or adjacent to Bridgend and Porthcawl Town Centres, the re-use and regeneration of vacant units within commercial centres and via local service centres on new strategic sites (refer to the Retail Background Paper).”</p>
MAC 029	ED9a(3) - Council to amend Policy ENT7 to include: reference to Bridgend, Porthcawl and Maesteg in its title; provide greater clarity in the reasoned justification about what constitutes a critical	<p>The title of Policy ENT7 to be amended to include the following additional text highlighted in green:</p> <p><u>ENT7: Development in Commercial Centres of Bridgend, Porthcawl and Maesteg.</u></p> <p>The following amendments are proposed to the supporting text at para 5.4.62. The additional text is highlighted in green:</p> <p>5.4.62 ENT7 recognises that the Primary Shopping Areas of the County Borough’s town centres are in need of particular protection from competing uses. The Policy enforces strict criteria to protect their</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>mass of retail units and at what point new non-A1 development would be judged to have materially diluted the continuity of the primary retail frontage; and explain the requirements of the marketing exercise in relation to retail units (for completeness).</p> <p>And</p> <p>Amend supporting text of Policy ENT 8 to enhance consistency between non-A1 development proposals within Primary Shopping Areas (as detailed in ENT7) and outside of Primary Shopping Areas (as detailed in ENT8).</p>	<p>viability and vitality. The criteria will be applied on a case-by-case basis to help ensure that the Primary Shopping Areas maintain a 'critical mass' of retail units. To assist in the application of the criteria, the first source of information will be the annual monitoring of town centres which will be undertaken as part of the Annual Monitoring Report (AMR). The information collected will be presented in an Annual Retailing and Commercial Centre Report and used to maintain an accurate record of the types of uses within individual premises. This will enable the identification of clusters of non-A1 uses and monitor long term trends of vacant properties. With specific regard to the non-A1 use of units within Primary Shopping Areas, the AMR will also monitor the performance of each Town Centre against the indicator of 60% or more of units within the Primary Shopping Area being in an A1 use. Further information will be requested from applicants at pre-application stage and submission stage to enable an assessment to be made in relation to its compatibility to neighbouring uses. Primary shopping frontages can also complement ongoing public realm pedestrianisation and town centre regeneration objectives, which seek to increase the retail offer of the centres in a pleasant, attractive environment. Within Primary Shopping Areas, non-A1 development proposals on the ground floor must be actively marketed prior to submission of an application. A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application. A more flexible approach is adopted outside of Primary Shopping Areas in accordance with ENT7.</p> <p>The following amendments are proposed to the supporting text at para 5.4.66. The additional text is highlighted in green:</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>5.4.66 In these circumstances, it would need to be demonstrated that the property has been actively marketed for at least 2 years prior to the submission of an application. The Council will need to be satisfied that marketing has been undertaken on reasonable terms and, as a minimum, would require A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application.</p>
<p>MAC 030</p>	<p>ED9a(4) - Council to amend Policy ENT14 to include details of the relevant minerals buffer zones (for clarity).</p>	<p>Policy ENT14 to include the following additional text highlighted in green.</p> <p><u>ENT14: Development in Mineral Buffer Zones</u></p> <p>The following mineral buffer zones are identified around existing quarries and mineral operations:</p> <ol style="list-style-type: none"> 1) Cornelly Limestone Quarry (Active) – 200m Buffer Zone 2) Stormy Down Limestone Quarry (Dormant) – 200m Buffer Zone 3) Gaen’s Limestone Quarry (Active) – 200m Buffer Zone 4) Grove Limestone Quarry (Inactive) – 200m Buffer Zone 5) Cefn Cribwr Sandstone Quarry (Inactive) – 200m Buffer Zone <p>Proposed development within buffer zones must demonstrate that:</p> <ol style="list-style-type: none"> a) The mineral resource will not be sterilised; and b) The proposals will not be adversely affected to an unacceptable degree by mineral operations.

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 031	<p>AP5.1 - The Council to amend Policy SP13, Table 10 and the reasoned justification to include: the energy hierarchy; make reference to estimated 'minimum' rather than 'maximum' energy generation; and include criteria in relation to grid connection, access and highway safety and the impact on the amenity of residential properties or tourist accommodation.</p> <p>This has ensured the policy wording follows PPW more closely and in response to Representor 1049's comments at Deposit Consultation Stage.</p>	<p>Policy SP13 to be revised to include the additional text highlighted in green:</p> <p><u>SP13: Renewable and Low Carbon Energy Development</u></p> <p>1) Renewable and low carbon development proposals which contribute to meeting national and local renewable and low carbon energy and energy efficiency targets will be permitted where:</p> <ul style="list-style-type: none"> a) it can be demonstrated that there will be no unacceptable impacts on the natural and historic environment or local communities (such as noise and air pollution) and that no other unacceptable cumulative impacts will arise; b) Satisfactory mitigation can be put in place to minimise the impacts of renewable and low carbon the proposals (and inclusive of its associated infrastructure) has sought to minimise the landscape and visual impact through its design and micro-siting, particularly where in close proximity to homes and tourism receptors; c) Proposals make provision for the appropriate restoration and after-care of the land for its beneficial future re-use; d) The proposal can facilitate a connection to the grid network; e) There would not be an unacceptable impact on access and highway safety; and f) There would not be unacceptable impact on the amenity of residential properties or tourist accommodation. <p>2) The following Local Search Areas (LSAs) are identified as areas considered suitable for wind and solar energy development:</p> <ul style="list-style-type: none"> a) LCA1: Llangynwyd Rolling Uplands & Forestry (Suitable for Wind Energy);

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>b) LCA8: Ogmores Forest and Surrounding Uplands (Suitable for Wind Energy); and</p> <p>c) LCA 12: Newton Down Limestone Plateau (Suitable for Solar Energy).</p> <p>Within the Local Search Areas (LSA), proposals for wind and solar energy generation will be permitted subject to criteria 1a), 1b), 1c) 1d), 1e) and f) and other relevant policies in this plan. Proposals for other development within these areas will only be permitted where they can demonstrate that they would not unacceptably prejudice the renewable energy generation potential of the LSA and the Future Wales' Pre-Assessed Areas for Wind Energy.</p> <p>LSA 8 is partly located within Pre-Assessed Area 9 for Wind Energy. In accordance with the hierarchical approach of national planning policy, any proposal within this area should not prejudice the ability for large scale wind developments (>10MW) to come forward. Landscape considerations have already been taken into account in Future Wales and Criteria 1(b) should not apply to those parts of LSA 8 within Pre-Assessed Area 9.</p> <p>In addition, the following amendments are proposed to the supporting text at para 5.4.90. The additional text is highlighted in green.</p> <p>5.4.90 Whilst this assessment finds that all the Council's landscapes are particularly sensitive to large-scale wind and solar developments, it identifies two Landscape Character Areas (1: Llangynwyd Rolling Uplands & Forestry and 8: Ogmores Forest and Surrounding Uplands) as having the least sensitivity to wind turbine development. Landscape Character Area 8: Ogmores Forest and Surrounding Uplands is located within Future Wales' Pre-Assessed Areas for Wind Energy, and in accordance with SP13, any proposal in this area will need to ensure that the intention of the Priority Area designation is not compromised. Developments within or outside of Local Search Areas above 10MW+ will be determined by the Welsh Ministers under the Developments of National Significance process and not by the Local Planning Authority. Policies 17 and 18 of Future Wales will apply to such developments.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Table 10 and para 5.4.87 are also to be amended. Additional text is highlighted in green; text propose for deletion is struck through in red:</p> <p><u>Table 10: Targets for Area-Based Resource Use</u></p> <p>Estimated maximum minimum accessible resource</p> <p>5.4.87 The Power Generation target contained with Table 10 reflects the findings of the Renewable Energy Assessment. These targets should not be seen as maximum limits but a tool to maximise the available resource. The predominant renewable energy resources in the County Borough are wind and solar. The wind generation target is based on a combination of the current installed capacity and an estimation of the remaining potential within the Landscape Character Areas identified as having moderate sensitivity to large wind turbine developments of 76-110 m tip height (as opposed to high sensitivity). The Ground mounted solar target is based upon transferring the majority of the wind energy generation potential to solar PV, given the existing heavy concentration of wind turbines in the north of the County Borough. The building integrated solar PV target is based on a combination of the current installed capacity and the desire to prioritise the incorporation of the technology into new build housing proposals.</p>
MAC 033	AP5.3 – The Council to amend Policy ENT 10 to amend the reasoned justification of the policy to include a definition of major development and make reference future SPG	<p>Supporting text of Policy ENT10 to be amended to include a definition of major development and reference to a future SPG. The following amendments are proposed to the supporting text at paras 5.4.95 highlighted in green.</p> <p><u>ENT10: Low Carbon Heating Technologies for New Development</u></p> <p>5.4.95 The Bridgend Renewable Energy Assessment identifies the most appropriate low-carbon heating solution for the LDPs Strategic Sites (refer to PLA1-5). As part of the Council’s holistic approach to the decarbonisation of heat, ENT10 seeks to ensure that low carbon heating</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>which explains the form and content of an 'Energy Masterplan' (for clarity).</p>	<p>technologies are installed as part of all new major development (heat networks below this threshold will also be encouraged). For residential proposals, major developments relate to 10 or more dwellings as defined by The Town and Country Planning (Development Management Procedure) (Wales) Order 2012. Non-residential commercial developments with a total floorspace of 10,000sqm or more should also consider the potential for a heat network in accordance with Future Wales. This policy will also help ensure that development is designed in such a way to not prejudice the future development of a potentially Countywide District Heating Network, and enable development to connect to it at a later date once it becomes operational. The precise alignment of the Network will only be finalised following detailed ground investigations and feasibility assessments. Developers are encouraged to discuss the alignment with the Council at an early stage to ascertain whether their proposals are likely to be affected. Proposed developments must demonstrate how the proposal will facilitate a connection to a District Heating Network, or robustly justify why the connection is not technically and/or economically viable and suggest an alternative approach. This robust policy position is justified on the basis of development longevity. Schemes should be able to demonstrate that they are suitable for a net-zero carbon energy system, otherwise costly retrofits will be required in the future to ensure that carbon targets are met. Further guidance on the form and content of an 'Energy Masterplan' will be prepared as SPG in support of the aspiration for all new homes to be net zero carbon.</p>
MAC 034	<p>AP5.4 – The Council to delete Policy ENT11 (as the majority of the criteria set out by Policy ENT11 is now covered under the amended Part L Building Regulations).</p>	<p>Policy ENT11 (and supporting paragraphs 5.4.96-5.4.99) to be deleted in entirety. Reference to be removed from contents page.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 035	AP6.1 - amend Policy PLA 11 to include reference to electric and ultra low emission cars and delete the reference to the car parking approach in paragraph 5.2.76 (to better align with Future Wales and for clarity).	<p>Policy PLA11 and paragraph 5.2.76 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>PLA11: Parking Standards</u></p> <p>All development must be served by appropriate levels of parking .This should be in accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.the requirements for cycles, cars, motorcycles and service vehicles.</p> <p><u>Paragraph 5.2.76</u></p> <p>The availability of car parking has a major influence on how people choose to travel, therefore, For this reason, the Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to must be located in areas locations well served by public transport and active travel infrastructure. A carefully considered approach is required to ensure that appropriate parking is provided to serve developments, alongside the recognition that the availability of parking spaces and parking charges applied, are key tools in facilitating a reduction in journeys by private car and encouraging a change in mode choice towards more sustainable means of travel.</p>
MAC 036	AP7.1 - amend the Conservation and Enhancement of the Natural Environment section of the Plan to reflect the requirements of Future Wales and the Environment Act in	<p>Paragraphs 5.5.4, 5.5.5 and 5.5.6 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>Paragraph 5.5.4</u></p> <p>The LDP Strategy acknowledges that the The County Borough has a rich and varied biodiversity, in terms of species and habitats, <u>which the Replacement LDP seeks to maintain and enhance (to provide a net benefit).</u> which requires continued protection. For development to be sustainable, it</p>

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>relation to maintaining and enhancing biodiversity (to better align with PPW and the Environment Act).</p>	<p>needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact. in order to conserve and enhance biodiversity. <u>In accordance with Future Wales Policy 9, the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.</u></p> <p><u>Paragraph 5.5.5</u></p> <p>There is clear <u>national</u> guidance and legislation with regard to <u>maintaining and enhancing biodiversity and taking account of ecosystem resilience.</u> the protection of species and habitats recognised in legislation, PPW and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation. <u>PPW11 responds to the Section 6 Duty of the Environment Act by setting a framework to maintain and enhance biodiversity (providing a net benefit), whilst calling for a proactive approach towards facilitating the delivery of biodiversity and resilience outcomes.</u></p> <p><u>Paragraph 5.5.6</u></p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to <u>maintain and</u> enhance the biodiversity and resilience of the County Borough's ecosystems <u>to provide a net benefit for biodiversity through a proactive and resilient approach.</u> through <u>This includes</u> native species landscaping, careful location of development, the creation of green corridors, and open</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>space management <u>and adopting best practice site design and green infrastructure</u> Onlyprinciples. <u>Only</u> in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p>
MAC 037	<p>AP7.2 – Council to consider amending Policy SP17 to read ‘maintain’ rather than ‘conserve’ (for clarity) and update the policy to reference the new National Site Network, formally known as the Natura 2000 network.</p>	<p>Policy SP17 will be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>SP17: Conservation and Enhancement of the Natural Environment</u></p> <p>The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. In particular, these include the nationally important Glamorgan Heritage Coast, the outstanding historic landscapes of Kenfig and Merthyr Mawr Warren, and other regionally and locally important areas. Development which will conserve<u>maintain</u> and, wherever possible, enhance the natural environment of the County Borough will be favoured. Development proposals will not be permitted where they will have an adverse impact upon:</p> <ol style="list-style-type: none"> 1) The integrity of the County Borough's countryside; 2) The character of its landscape; 3) Its biodiversity and habitats; and 4) The quality of its natural resources including water, air and soil. <p>Areas having a high and/or unique environmental quality will be protected and the following strategically important areas within the County Borough will specifically be protected from inappropriate development which directly or indirectly impacts upon them:</p> <p>SP17(1) Natura 2000 <u>National Site</u> Network Sites (including Special Areas of Conservation (SACs);</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>SP17(2) Sites of Special Scientific Interest (SSSIs);</p> <p>SP17(3) Kenfig and Merthyr Mawr National Nature Reserves (NNRs);</p> <p>SP17(4) The Glamorgan Heritage Coast.</p> <p>SP17(5) Mynydd Margam Registered Historic Landscape.</p> <p>The weight to be afforded to environmental designations in the determination of relevant planning applications will be based on their statutory or non-statutory status and geographical scale of designation.</p> <p>Proposals likely to have direct or indirect adverse effects on Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites, must be subject to Habitats Regulations Assessment (HRA). This includes development proposals on allocated sites where this plan indicates a project level HRA is required and any other development proposals likely to have adverse effects on SACs/SPAs/Ramsar sites. In addition, any proposals that could affect the habitat of marsh fritillary butterfly within 2km of Cefn Cribwr Grasslands SAC, as illustrated on the Policies Map, must be subject to HRA.</p> <p>Development requiring HRA will only be allowed where it can be determined through HRA that:</p> <ul style="list-style-type: none"> a) taking into account mitigation, the proposal would not result in adverse effects on the integrity of the SACs/SPAs/Ramsar sites, either alone or in combination with other plans or projects; or b) HRA proves there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Proposals within or affecting a SSSI must demonstrate how they safeguard, support or where possible enhance identified special features of the designation.</p> <p>The importance and features of Sites of Importance for Nature Conservation (SINCs) and local wildlife sites must also be considered as appropriate in the determination of relevant planning applications (refer to DNP5).</p> <p>Supporting paragraph 5.5.7 will also be amended as below:</p> <p>SP17 seeks to conserve maintain, and, wherever possible, enhance the landscape quality as part of the natural environment within the County Borough.</p>
MAC038	<p>AP7.4 - Council to amend Policy DNP6 and its reasoned justification to reflect the requirements of Future Wales and the Environment Act in relation to maintaining and enhancing biodiversity.</p>	<p>Policy DNP6 and paragraph 5.5.41 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>DNP6: Biodiversity, Ecological Networks, Habitats and Species</u></p> <p>All development proposals must <u>provide a net benefit for biodiversity</u> contribute to biodiversity net gain and improved ecosystem resilience, as demonstrated through planning application submissions. <u>Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created where ever possible, by adopting best practice site design and green infrastructure principles.</u> Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where:</p> <ol style="list-style-type: none"> 1) The need for development outweighs the nature conservation importance of the site; 2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids <u>damage to biodiversity and ecosystem functioning</u> nature conservation impacts; 3) A functional connected element of the natural resource is retained as part of the design of the development <u>to maintain and enhance biodiversity and build resilient ecological networks</u>; and 4) Any unavoidable harm is minimised by effective mitigation to ensure that there is no reduction in the overall nature conservation<u>biodiversity</u> value of the area. Where this is not feasible, compensation measures designed to conserve, enhance, manage and, where appropriate, restore natural habitats and species must be provided. <u>must be provided to enable habitat creation, or the provision of long-term management arrangements to enhance existing habitats and deliver a net benefit for biodiversity.</u> Compensatory provision must be of comparable or greater ecological value to that lost as a result of the development. <p>A Project Level Ecological Impact Assessment (EclA) must accompany development proposals on allocated sites with any identified likely significant adverse effects (pre-mitigation) in relation to SA Objective 9 (Biodiversity, Geodiversity and Soil).</p> <p><u>Paragraph 5.5.39</u></p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Under the Environment (Wales) Act 2016, the Council is required to maintain and enhance biodiversity and promote the resilience of ecosystems to provide a net benefit for biodiversity.</p> <p><u>Paragraph 5.5.40</u></p> <p>The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must achieve provide a net benefit for biodiversity net gain or ecological enhancement and promote the resilience of ecosystems through implementing a range of opportunities as identified within the Action Plan</p> <p><u>Paragraph 5.5.41</u></p> <p>Every opportunity <u>A full ecological assessment</u> must be taken to record important biodiversity features within a site prior to their displacement and ongoing management, or in the worst case scenarios, before such features may be permanently lost. The latter situation will, however, be avoided wherever possible by the Council <u>adopting a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks. DNP6 seeks to ensure any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for. Appropriate mitigation, compensatory and enhancement measures will be secured by means of planning conditions and/or planning obligations or agreements with developers to deliver a net benefit for biodiversity. Any proposed compensation should take account of the Section 6 Duty (Biodiversity and Resilience of Ecosystems Duty), and the five key ecosystem resilience attributes that it outlines. It should also be accompanied by a long term management plan of agreed and appropriate mitigation and compensation measures.</u> requiring appropriate mitigation and compensatory measures in order to secure the future biodiversity of those sites. These measures will be secured by means of planning conditions and/or planning obligations or agreements with developers.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p><u>Paragraph 5.5.43</u></p> <p>Development proposals must aim to minimise detrimental impacts on protected habitats and species and ecosystem resilience. This policy should be implemented in conjunction with other policies in this plan to ensure no net loss in overall development does not cause any significant loss of habitats or populations of species and must provide a net benefit for biodiversity as a result of development and where possible there should be biodiversity gains.</p>
MAC039	<p>AP7.5 – Council to delete reference to ‘Special Trees’ from Policy DNP7 (to reflect the fact that all trees are important).</p>	<p>References to ‘Special Trees’ to be deleted from Policy SNP7 and supporting text. The text proposed for deletion has been stuck through in red:</p> <p><u>DNP7: Trees, Hedgerows and Development</u></p> <p>Development that would adversely affect trees, ‘special trees’, woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted.</p> <p>Development proposals on sites containing or adjacent to, trees will be required to assess the trees in line with BS 5837:2012 Trees in relation to design, demolition and construction. The assessment must include:</p> <ol style="list-style-type: none"> 1) a tree survey; 2) an arboriculture impact assessment; 3) an arboriculture method statement; 4) and/or a tree protection plan.

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Where trees are to be replaced a scheme for tree replacement must be agreed prior to the commencement of development, including details of planting and aftercare.</p> <p>If tree works are recommended, the works must comply with BS 2998:2010 Tree Works.</p> <p><u>Special Trees</u></p> <p>5.5.51 Across Bridgend there are many special trees. They may be outstanding because they are old, provide important habitat, are the biggest of their species, are linked with an important historic event or have some exceptional cultural significance. These Special trees include:</p> <ul style="list-style-type: none"> • Ancient or aged; • Veteran; • Heritage; • Champion; and • Notable
MAC040	<p>AP7.6 – Amend Policy SP18 to read ‘preserve and enhance’ to enhance policy wording.</p>	<p>Policy SP18 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>SP18: Conservation of the Historic Environment</u></p> <p>The County Borough has a rich and diverse built heritage and historic environment. Development proposals must protect, conserve, and, where appropriate, promote <u>preserve or and</u> enhance the significance of historic assets, including their settings. In particular, there is a general presumption in favour of the preservation or enhancement of the significance of historic assets and their settings including:</p> <ol style="list-style-type: none"> 1) World Heritage Sites

MAC Ref	Action Point / Reason	Matters Arising Change
		<ul style="list-style-type: none"> 2) Scheduled Monuments 3) Archaeologically Sensitive Areas and Archaeological Remains 4) Listed Buildings 5) Conservation Areas 6) Historic Parks and Gardens 7) Historic Landscapes 8) Historic assets of special local Interest <p>Any application for listed building or conservation area consent will need to be accompanied by a Heritage Impact Statement in accordance with the Historic Environment (Wales) Act 2016.</p>
MAC041	<p>AP7.7 – Council to consider deleting Policies DNP 10 and 11 on the basis that they are not locally distinct and replicate the requirements of national planning policy</p>	<p>Polices DNP10 and DNP11 to be deleted from the RLDP and references removed from the contents page.</p> <p>The following supporting paragraphs are to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p>5.5.91 The above components of the built heritage are protected by other Acts of Parliament separate from the Planning Acts, most recently The Historic Environment Wales Act 2016 which is accompanied by a suite of national and best practice guidance. Bridgend County Borough Council strongly value these heritage assets, and any development proposals which affect any of the above historic assets, or the settings of any of these, must take full account of the relevant but separate legislation and national best practice guidance. Conservation areas are defined at a local level. and, therefore, an additional Development Management Policy (DNP11) is included to support SP18.</p>

MAC Ref	Action Point / Reason	Matters Arising Change						
		<p>5.5.94 DNP10 seeks to ensure that, wWhere a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p> <p>5.5.98 DNP10 highlights the desirability of preserving a Scheduled Ancient Monument (SAM) and its setting. It also sets out the approach to considering development proposals which potentially affect other 'lesser' archaeological remains. Scheduled Monuments consent is required for all proposals that would potentially damage, demolish, remove, repair, alter, add to, flood or cover up a SAM. Applicants are encouraged to consult with The Historic Environment Record and Glamorgan Gwent Archaeological Trust at an early stage in considering their development proposal.</p> <p>5.5.100 The register of Historic Parks and Gardens in Wales identifies parks and gardens and their settings which make an important contribution to the character of the county and which are deemed important to preserve or enhance. DNP10 seeks to ensure that they are given appropriate consideration when development is proposed which affects these assets. It is for the applicant to show that they understand the significance of the registered park or garden at the earliest stage from the details included in the register and the impact that any development proposals will have on that significance by utilising current guidance, whilst also considering any other statutory designations relevant to the site</p> <p>5.5.103 A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Policy DNP11 is intended to provide protection from developments, which can harm the character and appearance of a conservation area.</p> <p>Monitoring Framework (Appendix 4, pages 20-21) to be updated as follows:</p> <table border="1" data-bbox="667 1238 2078 1385"> <tr> <td data-bbox="667 1238 954 1385">SP18: Conservation of</td> <td data-bbox="954 1238 1227 1385">36: Number of applications approved that do not preserve or</td> <td data-bbox="1227 1238 1500 1385">No permission granted for development contrary to Policy</td> <td data-bbox="1500 1238 1720 1385">1 or more applications permitted contrary to</td> <td data-bbox="1720 1238 1921 1385">Planning Applications</td> <td data-bbox="1921 1238 2078 1385">Keep monitoring</td> </tr> </table>	SP18: Conservation of	36: Number of applications approved that do not preserve or	No permission granted for development contrary to Policy	1 or more applications permitted contrary to	Planning Applications	Keep monitoring
SP18: Conservation of	36: Number of applications approved that do not preserve or	No permission granted for development contrary to Policy	1 or more applications permitted contrary to	Planning Applications	Keep monitoring			

MAC Ref	Action Point / Reason	Matters Arising Change					
		<p>the Historic Environment</p> <p>DNP10: Built Historic Environment and Listed Buildings</p> <p>DNP11: Conservation Areas</p>	<p>enhance Registered Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings.</p>	<p>DNP10 that has the potential to impact on Registered Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings; or where there is an outstanding objection from the Council's Conservation and Design team, CADW or Glamorgan Gwent Archaeological Trust (GGAT).</p>	<p>Policy DNP10 within a 1 year period.</p>		<p>Further investigation / research / review required.</p> <p>Training required.</p>
MAC042	AP7.8 – remove reference to historic assets of special local interest from Policy SP18 and supporting	<p>Policy SP18, Paragraphs 5.5.95 and 5.5.96 will be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>SP18: Conservation of the Historic Environment</u></p>					

MAC Ref	Action Point / Reason	Matters Arising Change
	text as the list is yet to be formulated.	<p>The County Borough has a rich and diverse built heritage and historic environment. Development proposals must protect, conserve, and, where appropriate, promote or enhance the significance of historic assets, including their settings. In particular, there is a general presumption in favour of the preservation or enhancement of the significance of historic assets and their settings including:</p> <ol style="list-style-type: none"> 1) World Heritage Sites 2) Scheduled Monuments 3) Archaeologically Sensitive Areas and Archaeological Remains 4) Listed Buildings 5) Conservation Areas 6) Historic Parks and Gardens 7) Historic Landscapes 8) Historic assets of special local interest <p>Any application for listed building or conservation area consent will need to be accompanied by a Heritage Impact Statement in accordance with the Historic Environment (Wales) Act 2016.</p> <p>5.5.95 DNP10 seeks to protect historic assets of special local interest. A draft list of assets of special local interest is currently being compiled, recognising that heritage buildings and structures have a particular architectural and/or historic interest in the local context. While such assets do not meet the strict quality standard for inclusion on the statutory list, they still contribute to the conservation or enhancement of local character. Local planning authorities may choose to identify historic assets of special local interest and maintain a list of them and add them to the local historic environment record. Consideration will be given to drawing up such a list during the lifetime of the plan in conjunction with local communities with a view to helping to reinforce local character and promote high design standards.</p>

MAC Ref	Action Point / Reason	Matters Arising Change										
		<p>5.5.96 This list will be published in a future SPG together with guidance to ensure that any development proposals protect or enhance any affected Historic Assets of Special Local Interest, reinforce local character and ensure continuity of local history and identity. DNP 10 also seeks to protect all the other modest background buildings that reflect the continuity of local history, contribute to local identity and act as a collective community. This includes the history embodied in the unscheduled archaeological record.</p>										
MAC044	<p>AP 8.2 - Council to amend Policy PLA1 and its reasoned justification to include revised details in respect of: the site size; housing / affordable housing numbers; recreational uses; placemaking principles; masterplan development principles; flood defence infrastructure; and the Metro-link.</p> <p>and</p> <p>AP 8.3 – Council to amend Policy PLA1 to</p>	<p>PLA 1 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <table border="1" data-bbox="707 687 2040 1383"> <thead> <tr> <th colspan="2" data-bbox="707 687 2040 815">PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area</th> </tr> </thead> <tbody> <tr> <td data-bbox="707 815 1211 858">Site Size:</td> <td data-bbox="1211 815 2040 858">41.72 41.32 ha</td> </tr> <tr> <td data-bbox="707 858 1211 901">Allocation Type:</td> <td data-bbox="1211 858 2040 901">Strategic Mixed-use Regeneration Site</td> </tr> <tr> <td data-bbox="707 901 1211 1300">Land Uses:</td> <td data-bbox="1211 901 2040 1300"> <ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes </td> </tr> <tr> <td data-bbox="707 1300 1211 1383">Phasing Tranche:</td> <td data-bbox="1211 1300 2040 1383">Refer to trajectory 2018-2022: 0</td> </tr> </tbody> </table>	PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area		Site Size:	41.72 41.32 ha	Allocation Type:	Strategic Mixed-use Regeneration Site	Land Uses:	<ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes 	Phasing Tranche:	Refer to trajectory 2018-2022: 0
PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area												
Site Size:	41.72 41.32 ha											
Allocation Type:	Strategic Mixed-use Regeneration Site											
Land Uses:	<ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes 											
Phasing Tranche:	Refer to trajectory 2018-2022: 0											

MAC Ref	Action Point / Reason	Matters Arising Change		
	<p>make clear that 320 dwellings will be constructed after the plan period.</p> <p>and</p> <p>AP 8.4 – Council to amend the reasoned justification of Policy PLA1 (Porthcawl Waterfront) to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site.</p>	<table border="1" data-bbox="707 233 2040 368"> <tr> <td data-bbox="707 233 1211 368"></td> <td data-bbox="1211 233 2040 368"> 2023-2027: 420 180 2028-2033: 600 After plan period: 320 </td> </tr> </table> <p>Land at Porthcawl Waterfront, as shown on the Proposals Map, is allocated for a comprehensive, regeneration-led, mixed-use development. The site will deliver circa 1,115 1,100 homes (including 30% / 335 330 units of affordable housing), incorporating a new one form entry Welsh medium primary school, a four classroom block extension at the existing English medium primary school, a new food store, leisure facilities, a bus terminus, recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site will deliver 780 homes (30% / 234 of which will be affordable housing units), beyond the Plan Period the site will deliver 320 homes (30% / 96 of which will be affordable housing units).</p> <p>PLACEMAKING PRINCIPLES</p> <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:</p> <p>a) Create a well-connected, sustainable mixed-use development that will regenerate Porthcawl, comprising a number of character areas that integrate positively with the waterfront, existing housing clusters, neighbouring uses community facilities, Active Travel Networks and public transport facilities;</p>		2023-2027: 420 180 2028-2033: 600 After plan period: 320
	2023-2027: 420 180 2028-2033: 600 After plan period: 320			

MAC Ref	Action Point / Reason	Matters Arising Change
		<ul style="list-style-type: none"> b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods; c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing; d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, the waterfront and the broader settlement of Porthcawl. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place; e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; f) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges; and g) Comply with the principles outlined within the Porthcawl Waterfront Land Use Framework and Porthcawl Placemaking Strategy and future development briefs developed published by the Council.

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <ol style="list-style-type: none"> 1) 4,415 1,100 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development; 3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance 3.51 hectares of public open space comprising of

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) should be incorporated within these areas of open space;</p> <p>4) 2.76 hectares of land for Circa 1 hectare of land for leisure and a further 1 hectare of land for commercial uses including a foodstore;</p> <p>5) Highway improvements to ensure the principal point of vehicular access for a foodstore is off The Portway roundabout;</p> <p>6) A new roundabout and link road to enable access to the Sandy Bay development parcels;</p> <p>7) An emergency access through Dock Street and Sandy Lane;</p> <p>7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;</p> <p>8) 0.12 0.17 hectares of land to deliver a public Metro-Link consisting of a bus transport terminus;</p> <p>9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route PORC3 4084 and new routes should be provided to accord with the proposed routes within the Council's Active</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p data-bbox="817 244 2029 276">Travel Network Maps ATNM:</p> <p data-bbox="817 284 2029 360">INM-POR-12, INM-POR-13, INM-POR-14, INM-POR15, INM-POR-17 and INM-POR-18;</p> <p data-bbox="817 368 2029 488">INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28</p> <p data-bbox="772 539 1957 571">10) Suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay;</p> <p data-bbox="763 627 2029 746">11) Positive integration between the development and the historic core of the town by preserving and enhancing the character and setting of Porthcawl Conservation Areas and associated Grade II Listed Buildings;</p> <p data-bbox="763 799 2029 876">12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p data-bbox="763 927 2029 1003">13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p> <p data-bbox="672 1139 2078 1386">5.2.7 Porthcawl Waterfront is an underutilised, 41.72 41.32 ha brownfield site occupying a prominent seafront position. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, it is currently occupied by a variety of land uses including the former Council owned Sandy Bay Caravan Site, the fairground, harbour, open space/recreation facilities and Salt Lake Car Park. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links Porthcawl to</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Bridgend (via the A48) which is approximately 11-12km (7-8 miles) to the east. The Trecco Bay Holiday Park is immediately adjacent to the eastern boundary of the site, and cements Porthcawl as a strategically significant tourist destination in South Wales. Rest Bay, to the west of the site, is considered one of the premier surfing beaches in South Wales, with Blue Flag status. The site will deliver two principal elements of public open space. This will firstly include a series of large, interconnected spaces across the western development area, which will be predominantly hard surfaced with green landscaping. This will pivot around a significant, 14,000 sqm public square located along Eastern Promenade and running from Dock Street to Coney Beach that will incorporate tree planting, rain gardens and an integrated sustainable urban drainage solution that promotes biodiversity. The second principal element within the public open space strategy runs from Griffin Park to the Relic Dunes, comprising of a series of interconnected open spaces that are primarily soft landscaped and 'green'. This connection of green spaces does not currently exist as it is interrupted by the Coney Beach funfair, which sits on a plateau above Griffin Park. Griffin Park will be remodelled, enhanced and extended up through the rear of Coney Beach. The existing level change of approximately 4m will be reduced to accommodate active travel, allow a green infrastructure-led connection to run west-east through the entire eastern development area and enable this space to be designed positively into the extended park. This park space will continue into the former Monster Park area, which is also to be retained as green space aside from accommodating the new access road and active travel route, and eventually lead onto the Relic Dunes. This holistic green corridor, totalling 7.3 ha, will effectively enable transitioning from the urban town centre to a formal park to a wild wood to the vast open spaces of the beach and Relic Dunes. This range of transitional green spaces will enhance and protect biodiversity by punctuating the new development. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p data-bbox="763 240 2069 316">resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p> <p data-bbox="674 368 2069 655">5.2.8 The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 1,100 dwellings with associated facilities, including tourism, leisure, retail, a bus terminus and community provision. This will include a financial contribution to expand the existing Newtown Primary School (with co-located nursery facility) and further financial contribution to enable delivery of a new minimum one form entry Welsh medium primary school on-site. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.</p> <p data-bbox="674 708 2069 1331">5.2.9 The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p data-bbox="770 240 2072 316">other investment in active travel infrastructure, public realm improvements and regeneration-led development.</p> <p data-bbox="674 368 2072 1375">5.2.10 The existing flood defences combined with completion of the new flood defence works has rendered the site within a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15. and requires coastal protection works in order to be considered suitable for residential development. Welsh Government Coastal Risk Management Programme funding has been secured for major flood defence works, which will enable the site to be delivered comprehensively. The site will be developed in phases, linked to the phasing for the coastal defences. The west of the site (incorporating parts of the existing Salt Lake Car Park) is not entirely reliant upon the delivery of improved sea defences and is therefore expected to come forward initially. Later development phases along the Eastern Promenade (rear of Sandy Bay) rely on coastal defences and will therefore be delivered in succession to coincide with completion of the flood defence works. The site will be delivered in accordance with the Land-use Framework and Porthcawl Placemaking Strategy developed by the Council. The site will complement the recent successful implementation of the</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Harbour refurbishment, the listed Jennings Building and the proposed leisure proposals at Cosy Corner.</p> <p>5.2.11 The nearest bus stops are approximately 30m from the northern boundary of the site on New Road adjacent to Griffin Park, providing onward connections to Porthcawl and Bridgend (including the rail station). A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to Land East of Pyle (PLA5) and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. The development will therefore not prejudice these plans, by reserving 0.12 0.17 hectares of land for a future public transport terminus Metro-Link consisting of a new four bay bus terminus, which would serve to further enhance Porthcawl Waterfront's sustainable location and maximise for active travel opportunities. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use.</p>
MAC045	AP 9.1 – Council to amend Policy PLA2 and its reasoned justification to include revised details in respect of: housing / affordable housing numbers; recreational uses; emergency access arrangements; and landscape matters.	PLA 2 to be amended to include the following additional text highlighted in green . The text proposed for deletion has been struck through in red :

MAC Ref	Action Point / Reason	Matters Arising Change												
		<table border="1"> <tr> <td colspan="2" data-bbox="703 240 2047 331">PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area</td> </tr> <tr> <td data-bbox="703 331 1375 376">Site Size:</td> <td data-bbox="1375 331 2047 376">49.95 ha</td> </tr> <tr> <td data-bbox="703 376 1375 464">Allocation Type:</td> <td data-bbox="1375 376 2047 464">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="703 464 1375 906">Land Uses:</td> <td data-bbox="1375 464 2047 906"> <ul style="list-style-type: none"> • 847 788 residential units • 20% Affordable Housing • 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery • 4ha to relocate Heronsbridge Special Education Needs School • Outdoor Recreation Facilities • Leisure and ancillary commercial uses (B1) • Active Travel Routes </td> </tr> <tr> <td data-bbox="703 906 1375 1078">Phasing Tranche</td> <td data-bbox="1375 906 2047 1078"> Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2022: 587 600 </td> </tr> <tr> <td colspan="2" data-bbox="703 1078 2047 1372"> <p>Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 847 788 homes (including 20% / 169 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> </td> </tr> </table>	PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area		Site Size:	49.95 ha	Allocation Type:	Strategic Mixed-use Sustainable Urban Extension	Land Uses:	<ul style="list-style-type: none"> • 847 788 residential units • 20% Affordable Housing • 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery • 4ha to relocate Heronsbridge Special Education Needs School • Outdoor Recreation Facilities • Leisure and ancillary commercial uses (B1) • Active Travel Routes 	Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2022: 587 600	<p>Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 847 788 homes (including 20% / 169 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p>	
PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area														
Site Size:	49.95 ha													
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension													
Land Uses:	<ul style="list-style-type: none"> • 847 788 residential units • 20% Affordable Housing • 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery • 4ha to relocate Heronsbridge Special Education Needs School • Outdoor Recreation Facilities • Leisure and ancillary commercial uses (B1) • Active Travel Routes 													
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2022: 587 600													
<p>Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 847 788 homes (including 20% / 169 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p>														

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <ul style="list-style-type: none"> a) Create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINIC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities; b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods; c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>d) Pursue high quality, well-planned development in the vicinity of the overhead power lines, ensuring the land beneath and adjacent to the overhead line route is used to make a significant, positive contribution to the development's green infrastructure network. This must be achieved by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid the unnecessary sterilisation of land near the overhead lines;</p> <p>e) Extend the site's green infrastructure network to Newbridge Fields, capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents;</p> <p>f) Ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses;</p> <p>g) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and</p> <p>h) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p> <p>DEVELOPMENT REQUIREMENTS</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>The development must provide the following requirements:</p> <ol style="list-style-type: none"> 1) Deliver 847 788 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 1.8 hectares of land to accommodate a minimum one form entry primary school and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development; 3) 4 hectares of land for the relocation of Heronsbridge Special Education Needs School; 4) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance; 5) 4.3 hectares of land for leisure and ancillary commercial uses, which could include a Community Indoor Tennis Centre; 6) Highway improvement to ensure the principal point of vehicular access is off the A48 in a manner that integrates the SINC and adjacent Hut 9 heritage facility;

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>7) An emergency access through Bridgend Technology Park that serves as the primary access for the relocated Heronsbridge SEN school and the Community Indoor Tennis Centre, as well as an emergency access for the residential element of the scheme also promotes pedestrian and cycling connectivity;</p> <p>8) Off-site highway improvements with regard to the requirements arising from the Strategic Transport Assessment and as identified in the Transport Measures Priority Schedule;</p> <p>9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-POR-15, INM-BR-46, INM-BR-48, INM-BR-75, INM-BR-45 and INM-BR-49; INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.</p> <p>10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;</p> <p>11) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat;</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p>13) A new on-site heat network in accordance with ENT10; and</p> <p>14) A new local 'hub' with a concentration of appropriate mixed uses and local services. The 'hub' should have active frontages around a pivotal, focal point of the development where it is easily accessible to new and existing residents through Active Travel, thereby limiting the need for private vehicular trips.</p> <p>The supporting text of Policy PLA2 to be amended as highlighted below:</p> <p>5.2.16 The site is now allocated for mixed use development and will deliver approximately 847 788 new houses, an indoor tennis centre (with associated outdoor courts and other ancillary uses), public open space, appropriate community facilities, employment and commercial uses combined with access improvements. In addition, the site will provide a new special school to replace the existing Heronsbridge School and incorporate a new 1-form entry Primary School to provide for the needs of the associated residential development. Provision of both schools will provide key community facilities in a central location for use by the existing and new community. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.</p> <p>5.2.17 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>component materials on greenhouse gas emissions. The Renewable Energy Assessment identifies this site as suitable for installing a new District Heat Network. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p> <p>5.2.18 The site is located within the 'Merthyr Mawr Farmland, Warren and Coastline' which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. Much of the wider landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Replacement LDP has carefully considered key landscape sensitivities to development-led change. The importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base. Policy PLA2 stresses the importance of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. In particular, the southern boundary of the Land South of Bridgend (Island Farm) allocation is important as it lies adjacent to an historic landscape as identified by the Landscape Character Assessment. The Replacement LDP seeks to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, with appropriate mitigation measures and landscaping treatments order to minimise visual impacts on adjacent uses. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme. A detailed, updated Landscape and Visual Impact Assessment will be required to inform and accompany further masterplanning work (as part of a</p>

MAC Ref	Action Point / Reason	Matters Arising Change														
		<p>future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping. Elements of the existing planning consent will be incorporated into new proposals for the use of the site, and development will take into account known biodiversity interests and the listed building, ensuring the design and layout is sensitive to these factors. Specifically, the development will protect and incorporate both the SINC and Hut 9 (former prisoner of war camp) within the site layout.</p>														
MAC 046	AP 9.2 – Council to delete Policy COM1(1) land at Parc Afon, Ewenny (due to flood risk issues).	Policy COM1(1) Land at Parc Afon Ewenni to be deleted and Proposals Map amended.														
MAC 047	<p>AP 9.3 – Council to amend Policy COM1(2) Craig y Parcau, Bridgend to reflect the change in housing numbers and consequential amendments to COM1.</p> <p>Change in status of Former Cooper Standard Site, Ewenny Road, Maesteg also to be reflected (now to be</p>	<p>MAC 047 should be read in conjunction with MAC 015.</p> <p>Policy COM1 to be amended and re-ordered as highlighted below. Additional text is highlighted in green; the text proposed for deletion has been struck through in red:</p> <div style="background-color: #f4a460; padding: 5px; margin: 5px 0;"> <p>COM1: Housing Allocations</p> </div> <p>In order to deliver the housing requirement identified in SP6, the following sites are allocated for residential development in the period up to 2033:</p> <table border="1" data-bbox="667 1220 2074 1372"> <thead> <tr> <th data-bbox="667 1220 831 1372">Site Ref</th> <th data-bbox="831 1220 1061 1372">Site Name</th> <th data-bbox="1061 1220 1305 1372">Growth Area</th> <th data-bbox="1305 1220 1438 1372">Total Units in Plan Period</th> <th data-bbox="1438 1220 1664 1372">Total Affordable Units in Plan Period</th> <th data-bbox="1664 1220 1852 1372">Delivery Timescale</th> <th data-bbox="1852 1220 2074 1372">Units Beyond LDP Period</th> </tr> </thead> <tbody> <tr> <td> </td> </tr> </tbody> </table>	Site Ref	Site Name	Growth Area	Total Units in Plan Period	Total Affordable Units in Plan Period	Delivery Timescale	Units Beyond LDP Period							
Site Ref	Site Name	Growth Area	Total Units in Plan Period	Total Affordable Units in Plan Period	Delivery Timescale	Units Beyond LDP Period										

MAC Ref	Action Point / Reason	Matters Arising Change						
	a part of the housing land supply due to a significant change in circumstances)	Strategic Sites						
		SP2(1)	Porthcawl Waterfront	Porthcawl	780	234	Year 6-15	320
		SP2(2)	Land South of Bridgend	Bridgend	788	158	Year 6-15	0
		SP2(3)	Land West of Bridgend	Bridgend	830	170	Year 6-15	20
		SP2(4)	Land East of Pencoed	Pencoed	804	161	Year 6-15	0
		SP2(5)	Land East of Pyle	Pyle, Kenfig Hill and North Cornelly	970	150 145	Year 6-15	1033
		Housing Allocations						
		COM1(1)	Parc Afon Ewenni	Bridgend	675	135	Year 6-15	0
		COM1(2 1)	Craig y Parcau	Bridgend	110 108	22	Year 6-10	0
		COM1(3 2)	Land South East of Pont Rhyd-y-cyff	Maesteg and the Llynfi Valley	140	21	Year 6- 10 15	0
		COM1(4 3)	Land South of Pont Rhyd-y-cyff	Maesteg and the Llynfi Valley	102	15	Year 6-15	0
		COM1(5 4)	Land South West of Pont Rhyd-y-cyff	Maesteg and the Llynfi Valley	130	20	Year 6-10	0
		COM1 (5)	Former Cooper Standard Site, Ewenny Road	Maesteg and the Llynfi Valley	205	31	Year 6-15	0
		Long-Term Regeneration Sites						

MAC Ref	Action Point / Reason	Matters Arising Change				
(not counted as part of the immediate housing land supply)						
		COM1 (R1)	Coegnant Reclamation Site	Maesteg and the Llynfi Valley	100	Delivery timescales unspecified
		COM1 (R2)	Former Cooper Standard Site, Ewenny Road	Maesteg and the Llynfi Valley	138	Delivery timescales unspecified
		COM1 (R 3 2)	Maesteg Washery	Maesteg and the Llynfi Valley	135	Delivery timescales unspecified

MAC Ref	Action Point / Reason	Matters Arising Change												
		<p data-bbox="667 368 1883 403">Appendix 6, Sustainability Appraisal Policy Level Mitigation to be amended as follows:</p> <table border="1" data-bbox="712 451 2033 655"> <thead> <tr> <th colspan="6" data-bbox="712 451 2033 512">Stage 2 Housing & Mixed Use Non-Strategic Sites</th> </tr> </thead> <tbody> <tr> <td data-bbox="712 512 976 655">COM1 (1)</td> <td data-bbox="976 512 1247 655">Parc Afon Ewenni</td> <td data-bbox="1247 512 1473 655">Parc Afon Ewenni</td> <td data-bbox="1473 512 1731 655">Strategic Mixed Use (Regeneration)</td> <td data-bbox="1731 512 1863 655">SP4</td> <td data-bbox="1863 512 2033 655">DNP9</td> </tr> </tbody> </table>	Stage 2 Housing & Mixed Use Non-Strategic Sites						COM1 (1)	Parc Afon Ewenni	Parc Afon Ewenni	Strategic Mixed Use (Regeneration)	SP4	DNP9
Stage 2 Housing & Mixed Use Non-Strategic Sites														
COM1 (1)	Parc Afon Ewenni	Parc Afon Ewenni	Strategic Mixed Use (Regeneration)	SP4	DNP9									
MAC 048	<p data-bbox="309 746 645 1289">AP9.5 Council to amend the reasoned justification of Policy PLA2 (Land South of Bridgend (Island Farm)) to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site</p>	<p data-bbox="667 746 2076 818">Reasoned justification of Policy PLA2 to be amended as below, with the additional text highlighted in green:</p> <p data-bbox="667 914 2076 1374">5.2.19 The development will be green infrastructure led and will require high quality landscaping and architectural design to capitalise on accessibility to Bridgend Town Centre. A carefully designed green infrastructure network will run through and extend beyond the site to link with Newbridge Fields, thereby providing a continuous ‘green lung’ that connects the site with both Bridgend Town Centre and Merthyr Mawr. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use. Linked to this will be the protection and enhancement of the existing biodiversity value of the site, ensuring appropriate provision for, and protection of, existing wildlife in the area. A number of enhancement measures have already been implemented on site relating to the previous consent including tree and scrub planting, hedgerow enhancement, a bat roosting building, dormice nest boxes and the creation of ponds and</p>												

MAC Ref	Action Point / Reason	Matters Arising Change								
		<p>grasslands. The scheme will retain these existing enhancements alongside other existing nature conservation, wildlife and landscape features (including trees, hedgerows, sink holes and the existing SINC), create internal green movement corridors for wildlife and feature a sustainable urban drainage system. Policy PLA2 requires the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). Policy PLA2 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and SINC. In total, the site includes a diverse range of habitats, providing 24.22ha of blue/green infrastructure including attenuation ponds, swales, hedgerows, woodlands and open space. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application. This green infrastructure-led development will therefore provide multi-functional benefits relating to recreation, biodiversity, sustainable drainage and the use of non-car routes to address public health and quality of life issues.</p>								
<p>MAC 049</p>	<p>AP 10.1 – Council to amend Policy PLA3 and its reasoned justification to include revised details in respect of: housing / affordable housing numbers; and green</p>	<p>PLA 3 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <table border="1" data-bbox="696 1177 2051 1390"> <thead> <tr> <th colspan="2" data-bbox="696 1177 2051 1262"> PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area </th> </tr> </thead> <tbody> <tr> <td data-bbox="696 1262 1272 1302">Site Size:</td> <td data-bbox="1272 1262 2051 1302">36.86 Ha</td> </tr> <tr> <td data-bbox="696 1302 1272 1342">Allocation Type:</td> <td data-bbox="1272 1302 2051 1342">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="696 1342 1272 1390">Land Uses:</td> <td data-bbox="1272 1342 2051 1390">1) 850 residential units</td> </tr> </tbody> </table>	PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area		Site Size:	36.86 Ha	Allocation Type:	Strategic Mixed-use Sustainable Urban Extension	Land Uses:	1) 850 residential units
PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area										
Site Size:	36.86 Ha									
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension									
Land Uses:	1) 850 residential units									

MAC Ref	Action Point / Reason	Matters Arising Change				
	infrastructure / recreational uses.	<table border="1"> <tr> <td data-bbox="696 233 1272 451"></td> <td data-bbox="1272 233 2045 451"> 2) 20% Affordable Housing 3) 2.3ha 1.5 Form Entry Primary School 4) 12.8ha of Outdoor Recreation Facilities and Public Open Space 5) Active Travel Routes </td> </tr> <tr> <td data-bbox="696 451 1272 624">Phasing Tranche</td> <td data-bbox="1272 451 2045 624"> Refer to trajectory 2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500 </td> </tr> </table> <p data-bbox="696 667 2045 874">Land west of Bridgend, as shown on the Proposals Map, is allocated for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes (including 20% / 170 affordable housing units), incorporating a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p data-bbox="696 922 1384 959">MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p data-bbox="696 1007 2045 1214">This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <p data-bbox="696 1262 2045 1343">a) Create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape,</p>		2) 20% Affordable Housing 3) 2.3ha 1.5 Form Entry Primary School 4) 12.8ha of Outdoor Recreation Facilities and Public Open Space 5) Active Travel Routes	Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500
	2) 20% Affordable Housing 3) 2.3ha 1.5 Form Entry Primary School 4) 12.8ha of Outdoor Recreation Facilities and Public Open Space 5) Active Travel Routes					
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500					

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>SINC, Scheduled Ancient Monument, existing housing clusters, community facilities, Active Travel Networks and public transport facilities;</p> <p>b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods;</p> <p>c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;</p> <p>d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape;</p> <p>e) Maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence;</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>f) Orientate buildings to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety; and</p> <p>g) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p> <p>DEVELOPMENT REQUIREMENTS</p> <p>The development must provide the following requirements:</p> <p>1) 850 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements;</p> <p>2) 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development;</p> <p>3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland;</p> <p>4) On-site highway improvement to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473;</p> <p>5) A primary street, accommodating a shared foot/cycle path and street planting, to provide access to the development area, the new Primary School and Community Green.</p> <p>6) A Green Travel Corridor by closing Llangewydd Road to motor vehicles (except emergency) between Bryntirion to where it joins the lane running north to south.</p> <p>7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule / Infrastructure Development Plan.</p> <p>8) Provide on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>9) Provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473.</p> <p>10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. Also seek to maintain a green buffer at the front of the site, known locally as the 'Circus Field'.</p> <p>11) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>12) Positively integrate the remains of LLangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>13) Incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way;</p> <p>14) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p>15) A new on-site heat network in accordance with ENT10;</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p data-bbox="707 244 2040 363">16) A Community focal space in the southern part of the site by means of a concentration of appropriate mixed uses with active frontages around a central hub including the school and formal play areas and easily accessible to new and existing residents; and</p> <p data-bbox="707 411 2040 531">17) Locate new pitches as an accessible focal point within the new neighbourhood and provide strategic links to Bryntirion Playing Fields, Penybont Football Club and Cylch Me-thrin Gwdihwed Community Centre.</p> <p data-bbox="669 647 1693 683">The supporting text of Policy PLA3 to be amended as highlighted below:</p> <p data-bbox="669 711 2072 1042">5.2.20 The site is located to the west of Bryntirion and east of the small settlement of Laleston. The site is located to the north of the A473, and is approximately 2.2km to the west of Bridgend Town Centre. The site comprises just over 36 hectares. The A473 is an arterial route into Bridgend from the west, providing connections to Junction 37 of the M4 (5.7km to the west) and Porthcawl. The wider area comprises a mix of land uses, predominately residential associated with Laleston to the west and Bridgend to the east. Land to the north is mainly comprised of farmland and the main Swansea-London railway line (2.5km east). Land to the south is comprised of a residential estate and farmland further beyond.</p> <p data-bbox="669 1074 2072 1278">5.2.20 The A473 is an arterial route into Bridgend from the west, providing connections to Junction 37 of the M4 (5.7km to the west) and Porthcawl. The wider area comprises a mix of land uses, predominately residential associated with Laleston to the west and Bridgend to the east. Land to the north is mainly comprised of farmland and the main Swansea-London railway line (2.5km east). Land to the south is comprised of a residential estate and farmland further beyond.</p> <p data-bbox="669 1310 2072 1378">5.2.21 The site is allocated for residential led development and will deliver 850 units to ensure a well-connected, socially inclusive, sustainable development is pursued in a holistic manner, incorporating</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>provision of a new school on site. A western linear park will be created to form a natural green buffer to prevent the coalescence of Bridgend and Laleston, thereby protecting the identity and character of both settlements. This will serve the dual purpose of softening views between the site and Laleston and creating/maintaining wildlife corridors. There are multiple schools in the immediate area in addition to various local services and community facilities, although existing capacities are limited and the site must provide a 1.5 form entry primary school on-site together with a contribution towards secondary school provision in the area. The former contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A green buffer will form the site's western boundary to prevent any further encroachment, which can be further safeguarded by a legal agreement to transfer this part of the site to the Council.</p> <p>5.2.22 Along the southern side of the A473, there is a shared cycleway/footway which provides cyclists a continuous cycle lane allowing connectivity to Laleston and Bridgend. This site will connect to existing active travel routes and facilitate delivery of the proposed routes within the Council's Active Travel Network Maps ATNM: INM-BR-57 and INM-BR-58. The site is also located within 400m of a bus stop and benefits from a number of local community facilities. Nearby Bridgend Town Centre provides access to wider public transport options (including Bridgend Railway and Bus Stations) together with other community services. New vehicular access points will principally be achieved on the southern boundary of the site through a new signal-controlled junction with the A473. There is potential to form an emergency access from the unnamed lane on the western boundary of the site, and from Llangewydd Road to the north, respectively. Llangewydd Road forms part of the residential estate road network and will provide a secondary, alternative route into Bridgend.</p>
MAC 050	AP 10.2 – Council to amend the reasoned justification of Policy	Reasoned justification of Policy PLA3 to be amended as below, with the additional text highlighted in green :

MAC Ref	Action Point / Reason	Matters Arising Change
	<p>PLA3 to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site.</p>	<p>5.2.23 The site's masterplan will mitigate ecological constraints by retaining and providing suitable buffers to habitats, particularly Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. The inclusion of the SINC within the site boundary provides substantial potential for a balanced provision of areas of informal public open space and wildlife zones which, when linked with open space, the retained public rights of way and play areas across the site, will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during development of adjacent land. Cessation of grazing activities following development and occupation of the site and sensitive long-term management of sensitive habitats will improve the existing condition of the SINC and facilitate its restoration, further compensating for habitat loss elsewhere across the site. The site also lies within a Special Landscape Area and the development will seek to reduce adverse effects and/or visual intrusion on the wider landscape through appropriate measures. These include the provision of structural landscaping, with a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. The retention of existing landscape features (hedgerows and trees) forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site. PLA3 requires the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). PLA3 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. In total, the site will provide approximately 10 hectares of retained woodland, improved grassland and new areas of open space. In addition, the remains of LLangewydd</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>Church and Churchyard Scheduled Ancient Monument are located within the site, which will be preserved and enhanced within the masterplan. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p>
MAC 051	<p>AP 11.1 – Council to amend Policy PLA4 and its reasoned justification to include revised details in respect of: housing / affordable housing numbers; and highway improvements.</p>	<p>PLA 4 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p>

MAC Ref	Action Point / Reason	Matters Arising Change								
		<p data-bbox="703 240 2051 331">PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area</p> <table border="1" data-bbox="703 331 2051 903"> <tr> <td data-bbox="703 331 1330 376">Site Size:</td> <td data-bbox="1330 331 2051 376">44.27ha</td> </tr> <tr> <td data-bbox="703 376 1330 464">Allocation Type:</td> <td data-bbox="1330 376 2051 464">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="703 464 1330 730">Land Uses:</td> <td data-bbox="1330 464 2051 730"> <ul style="list-style-type: none"> • 770 804 residential units • 20% Affordable Housing • 2.3ha to accommodate a 1.5 FE Primary School • Outdoor Recreation Facilities • Active Travel routes </td> </tr> <tr> <td data-bbox="703 730 1330 903">Phasing Tranche</td> <td data-bbox="1330 730 2051 903"> Refer to trajectory 2018-2022: 0 2023-2027: 290 204 2028-2022: 480 600 </td> </tr> </table> <p data-bbox="703 948 2051 1150">Land East of Pencoed, as shown on the Proposals Map, is allocated for a comprehensive mixed-use development. The site will deliver circa 770 804 homes during the Plan period (20% / 154 161 of which will be affordable housing units), incorporating a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.</p> <p data-bbox="703 1203 1384 1235">MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p data-bbox="703 1289 2051 1366">This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more</p>	Site Size:	44.27ha	Allocation Type:	Strategic Mixed-use Sustainable Urban Extension	Land Uses:	<ul style="list-style-type: none"> • 770 804 residential units • 20% Affordable Housing • 2.3ha to accommodate a 1.5 FE Primary School • Outdoor Recreation Facilities • Active Travel routes 	Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 290 204 2028-2022: 480 600
Site Size:	44.27ha									
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension									
Land Uses:	<ul style="list-style-type: none"> • 770 804 residential units • 20% Affordable Housing • 2.3ha to accommodate a 1.5 FE Primary School • Outdoor Recreation Facilities • Active Travel routes 									
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 290 204 2028-2022: 480 600									

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:</p> <ul style="list-style-type: none"> a) Create a well-connected sustainable urban extension to Pencoed, comprising a number of character areas that integrate positively with the existing Town Centre, existing housing clusters, community facilities, Active Travel networks, Pencoed Technology Park, Pencoed Comprehensive School and public transport facilities; b) Create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities. There must be particular emphasis on: creating a linear park or road network along the route of the high pressure gas main, retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, facilitating habitat creation and supporting a range of opportunities for formal and informal play in addition to community-led food growing; c) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods; d) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and e) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>DEVELOPMENT REQUIREMENTS</p> <p>The development must provide the following requirements:</p> <ol style="list-style-type: none"> 1) 770 804 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development; 3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance; 4) Deliver highway improvement to ensure the principal point of vehicular access is from the south of the site (off Felindre Road), with secondary access from the north of the site (off the A473); off the A473;

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>5) Provide off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>6) Provide on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE15 INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26</p> <p>7) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;</p> <p>8) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat;</p> <p>9) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks; and</p> <p>Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>The supporting text of Policy PLA4 to be amended as highlighted below:</p> <p>5.2.26 The site is allocated for mixed use development and will deliver approximately 770 804 new homes, a significant area of public open space, a small commercial element and a new one form entry primary school. The latter contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A buffer to the eastern and southern edges of the existing campus will also be retained, to allow for future flexibility for the expansion of the college. This will allow the potential relocation of the playing fields, either to locations to the east of the main site or, to land west of the A473.</p>
MAC052	<p>AP 11.2 – Council to amend the reasoned justification of Policy PLA4 to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site.</p>	<p>Reasoned justification of Policy PLA4 to be amended as below, with the additional text highlighted in green:</p> <p>5.2.26 The site is allocated for mixed use development and will deliver approximately 770 804 new homes, a significant area of public open space, a small commercial element and a new one form entry primary school. The latter contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A buffer to the eastern and southern edges of the existing campus will also be retained, to allow for future flexibility for the expansion of the college. This will allow the potential relocation of the playing fields, either to locations to the east of the main site or, to land west of the A473. The development will also deliver biodiversity enhancements ensuring that any identified ecological constraints are mitigated and enhanced. The development concept takes account of the semi-rural landscape creating a network of green public open space. This will retain existing landscape features (hedgerows and trees), create an east to west nature corridor, enhance the existing north to south tree belt to the east of the site and feature a sustainable urban drainage system. PLA4 requires the developer to submit and agree</p>

MAC Ref	Action Point / Reason	Matters Arising Change								
		<p>ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). PLA4 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and SINCs. In total, the site will include a diverse range of habitats, providing approximately 12.4 hectares of attenuation ponds, rain gardens, hedgerows, woodlands and open space. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p>								
MAC 053	<p>AP12.1 – Council to amend Policy PLA5 and its reasoned justification to clarify the number of housing / affordable housing units to be delivered in the Plan period and those beyond.</p>	<p>Policy PLA5 will be amended as highlighted below:</p> <table border="1" data-bbox="701 959 2047 1315"> <thead> <tr> <th colspan="2" data-bbox="701 959 2047 1054"> PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area </th> </tr> </thead> <tbody> <tr> <td data-bbox="701 1054 1373 1098">Site Size:</td> <td data-bbox="1373 1054 2047 1098">99.86 ha</td> </tr> <tr> <td data-bbox="701 1098 1373 1185">Allocation Type:</td> <td data-bbox="1373 1098 2047 1185">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="701 1185 1373 1315">Land Uses:</td> <td data-bbox="1373 1185 2047 1315"> <ul style="list-style-type: none"> • 2,000 2,003 residential units • 15% Affordable Housing (145 during plan period, 155 beyond plan period) </td> </tr> </tbody> </table>	PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area		Site Size:	99.86 ha	Allocation Type:	Strategic Mixed-use Sustainable Urban Extension	Land Uses:	<ul style="list-style-type: none"> • 2,000 2,003 residential units • 15% Affordable Housing (145 during plan period, 155 beyond plan period)
PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area										
Site Size:	99.86 ha									
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension									
Land Uses:	<ul style="list-style-type: none"> • 2,000 2,003 residential units • 15% Affordable Housing (145 during plan period, 155 beyond plan period) 									

MAC Ref	Action Point / Reason	Matters Arising Change						
		<table border="1"> <tr> <td data-bbox="701 233 1373 416"></td> <td data-bbox="1373 233 2045 416"> <ul style="list-style-type: none"> • 5.7ha to accommodate 2 x Two Form Entry Primary Schools • 8 ha of Outdoor Recreation Facilities • New Active Travel routes </td> </tr> <tr> <td data-bbox="701 416 1373 632">Phasing Tranche</td> <td data-bbox="1373 416 2045 632"> Refer to trajectory 2018-2022: 0 2023-2027: 352 220 2028-2022: 705 750 After plan period: 1,033 </td> </tr> <tr> <td colspan="2" data-bbox="701 632 2045 1098"> <p>Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,000 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site deliver 970 homes (15% / 145 of which will be affordable housing units), beyond the Plan Period the site will deliver 1,033 homes (15% / 155 of which will be affordable housing units).</p> <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> </td> </tr> </table>		<ul style="list-style-type: none"> • 5.7ha to accommodate 2 x Two Form Entry Primary Schools • 8 ha of Outdoor Recreation Facilities • New Active Travel routes 	Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 352 220 2028-2022: 705 750 After plan period: 1,033	<p>Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,000 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site deliver 970 homes (15% / 145 of which will be affordable housing units), beyond the Plan Period the site will deliver 1,033 homes (15% / 155 of which will be affordable housing units).</p> <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p>	
	<ul style="list-style-type: none"> • 5.7ha to accommodate 2 x Two Form Entry Primary Schools • 8 ha of Outdoor Recreation Facilities • New Active Travel routes 							
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 352 220 2028-2022: 705 750 After plan period: 1,033							
<p>Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,000 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site deliver 970 homes (15% / 145 of which will be affordable housing units), beyond the Plan Period the site will deliver 1,033 homes (15% / 155 of which will be affordable housing units).</p> <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p>								

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <ul style="list-style-type: none"> a) Create a well-connected sustainable urban extension to Pyle, North Cornelly and Kenfig Hill, comprising a number of character areas that integrate positively with the existing Town Centres, existing housing clusters, community facilities, Active Travel networks and public transport facilities; b) Create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities. There must be particular emphasis on: retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, facilitating habitat creation and supporting a range of opportunities for formal and informal play in addition to community-led food growing; c) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site and the broader grouped settlement of Pyle, Kenfig Hill and North Cornelly. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape;

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>d) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods. Connections must also be made to the wider active travel and public transport network to ensure safe connectivity with Pyle and Kenfig Hill District Centres, North Cornelly Local Centre, Pyle Railway Station, Village Farm Industrial Estate and Cynffig Comprehensive School;</p> <p>e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and</p> <p>f) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p> <p>DEVELOPMENT REQUIREMENTS</p> <p>The development must provide the following:</p> <ol style="list-style-type: none"> 1) 2,000 2,003 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 15% affordable housing to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 5.7 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and a financial contribution to nursery, primary, secondary and post-

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development;</p> <p>3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance;</p> <p>4) 1.5 hectares of land for commercial uses, including a new local 'hub' with a concentration of appropriate mixed uses and local services. The 'hub' should have active frontages around a pivotal, focal point of the development where it is easily accessible to new and existing residents through Active Travel, thereby limiting the need for private vehicular trips;</p> <p>5) Highway improvements to ensure the principal points of vehicular access are off the A48 and A4229. Appropriate adjustments must also be made to the roundabout between the A48 and A4229 to improve traffic flow and highway safety;</p> <p>6) New shared footways, cycleways and improved crossing facilities along the A48 and A4229 and highway improvement to enhance pedestrian safety in the vicinity of the site;</p> <p>7) A new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. The bridge must be constructed to Council adoptable standards prior to the occupation of any homes on the development;</p>

MAC Ref	Action Point / Reason	Matters Arising Change
		<p>8) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;</p> <p>9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48 and A4229, with Cynffig Comprehensive School, Village Farm Industrial Estate Pyle and Kenfig Hill District Centres, existing bus routes and Pyle Railway Station (including safe pedestrian linkages across the railway bridge). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18 and INM-PY-19, INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.</p> <p>10) Suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;</p> <p>11) Ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and appropriate compensatory and replacement habitat;</p> <p>12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p>13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10; and</p> <p>14) Ensure that the development does not prejudice the proposed future relocation of Pyle Railway Station plus accompanying park and ride facility.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 054	<p>AP12.2 – Council to amend the reasoned justification of Policy PLA5 to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site</p>	<p>Reasoned justification of Policy PLA4 to be amended as below, with the additional text highlighted in green:</p> <p>5.2.37 The site itself is not subject to any ecological designations, although further wildlife and habitat surveys will need to be carried out to inform the site’s potential development. Additionally, there are two SSSI’s located in close proximity to the boundary of the site; the Penycastell SSSI is located to the north east and the Stormy Down SSSI is located to the south east of the site. Both are physically separated from the site by the route of the trainline and the M4 respectively. Given the need to maintain a landscape buffer between major transport routes and any proposed development, neither are considered to be a constraint to development. The development will seek to promote biodiversity by protecting and expanding upon the existing green infrastructure network particularly through the planting and translocation of hedgerows and trees in addition to the integration of an extensive sustainable urban drainage system. The development concept is centred around a Village Greenway that responds to the existing and proposed landscape features, providing safe and attractive routes throughout the development via a network of green infrastructure corridors. PLA5 requires the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). PLA5 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and SINC’s. In total, the site will provide approximately 19.86 hectares of attenuation ponds, swales, rain gardens, hedgerows, woodlands and open space. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by, and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p>

MAC Ref	Action Point / Reason	Matters Arising Change
MAC 055	<p data-bbox="304 240 651 743">M2(15b) – Amend Policy COM3 to incorporate the site-specific affordable housing policy for Former Cooper Standard Site, Ewenny Road, Maesteg (to reflect the site’s substantial change in circumstances since Deposit Stage).</p> <p data-bbox="304 775 651 1035">Parc Afon Ewenni also to be deleted due to flood risk issues (see also MAC 046) and consequential policy re-numbering.</p>	<p data-bbox="663 240 2074 312">COM3 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p>

MAC Ref	Action Point / Reason	Matters Arising Change																				
		<div data-bbox="808 316 1935 400" style="background-color: #f4a460; text-align: center; padding: 5px;">COM3: On-Site Provision of Affordable Housing</div> <p data-bbox="824 411 1921 483">Affordable housing contributions will be sought on residential developments with capacity for 10 or more dwellings at the following target percentages:</p> <table border="1" data-bbox="835 528 1910 900"> <thead> <tr> <th data-bbox="842 536 1402 603">Housing Market Area(s)</th> <th data-bbox="1413 536 1904 603">Target Affordable Housing Percentage</th> </tr> </thead> <tbody> <tr> <td data-bbox="842 611 1402 647"> <ul style="list-style-type: none"> • Porthcawl </td> <td data-bbox="1413 611 1904 647">30% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 655 1402 727"> <ul style="list-style-type: none"> • Pencoed • Bridgend </td> <td data-bbox="1413 655 1904 727">15% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 735 1402 772"> <ul style="list-style-type: none"> • Pyle, Kenfig Hill and North Cornelly </td> <td data-bbox="1413 735 1904 772">0% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 780 1402 817"> <ul style="list-style-type: none"> • Valleys Gateway </td> <td data-bbox="1413 780 1904 817">10% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 825 1402 896"> <ul style="list-style-type: none"> • Maesteg and the Llynfi Valley • Ogmore and Garw Valleys </td> <td data-bbox="1413 825 1904 896">0% affordable housing contribution</td> </tr> </tbody> </table> <p data-bbox="824 922 1921 1106">The five Mixed-Use, Strategic Development Sites are subject to individual, site-specific affordable housing policies as outlined in Policies PLA1-5 and reiterated below. In addition, the following COM1 Housing Allocations are also subject to site-specific affordable housing policies as outlined below and evidenced through site-specific viability testing:</p> <table border="1" data-bbox="835 1129 1910 1367"> <thead> <tr> <th data-bbox="842 1137 1581 1204">Housing Allocation</th> <th data-bbox="1592 1137 1904 1204">Target Affordable Housing Percentage</th> </tr> </thead> <tbody> <tr> <td data-bbox="842 1212 1581 1284"> <ul style="list-style-type: none"> • SP2(1) – Porthcawl Waterfront </td> <td data-bbox="1592 1212 1904 1284">30% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 1292 1581 1329"> <ul style="list-style-type: none"> • SP2(2) – Land South of Bridgend </td> <td data-bbox="1592 1292 1904 1329">20% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 1337 1581 1367"> <ul style="list-style-type: none"> • SP2(3) – Land West of Bridgend </td> <td data-bbox="1592 1337 1904 1367">20% affordable housing contribution</td> </tr> </tbody> </table>	Housing Market Area(s)	Target Affordable Housing Percentage	<ul style="list-style-type: none"> • Porthcawl 	30% affordable housing contribution	<ul style="list-style-type: none"> • Pencoed • Bridgend 	15% affordable housing contribution	<ul style="list-style-type: none"> • Pyle, Kenfig Hill and North Cornelly 	0% affordable housing contribution	<ul style="list-style-type: none"> • Valleys Gateway 	10% affordable housing contribution	<ul style="list-style-type: none"> • Maesteg and the Llynfi Valley • Ogmore and Garw Valleys 	0% affordable housing contribution	Housing Allocation	Target Affordable Housing Percentage	<ul style="list-style-type: none"> • SP2(1) – Porthcawl Waterfront 	30% affordable housing contribution	<ul style="list-style-type: none"> • SP2(2) – Land South of Bridgend 	20% affordable housing contribution	<ul style="list-style-type: none"> • SP2(3) – Land West of Bridgend 	20% affordable housing contribution
Housing Market Area(s)	Target Affordable Housing Percentage																					
<ul style="list-style-type: none"> • Porthcawl 	30% affordable housing contribution																					
<ul style="list-style-type: none"> • Pencoed • Bridgend 	15% affordable housing contribution																					
<ul style="list-style-type: none"> • Pyle, Kenfig Hill and North Cornelly 	0% affordable housing contribution																					
<ul style="list-style-type: none"> • Valleys Gateway 	10% affordable housing contribution																					
<ul style="list-style-type: none"> • Maesteg and the Llynfi Valley • Ogmore and Garw Valleys 	0% affordable housing contribution																					
Housing Allocation	Target Affordable Housing Percentage																					
<ul style="list-style-type: none"> • SP2(1) – Porthcawl Waterfront 	30% affordable housing contribution																					
<ul style="list-style-type: none"> • SP2(2) – Land South of Bridgend 	20% affordable housing contribution																					
<ul style="list-style-type: none"> • SP2(3) – Land West of Bridgend 	20% affordable housing contribution																					

MAC Ref	Action Point / Reason	Matters Arising Change				
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;"> <ul style="list-style-type: none"> • SP2(4) – Land East of Pencoed • COM1(1) – Parc Afon Ewenni, Bridgend • COM1(21) – Craig y Parcau, Bridgend </td> <td style="width: 50%;"></td> </tr> <tr> <td style="padding: 5px;"> <ul style="list-style-type: none"> • SP2(5) – Land East of Pyle • COM1(32) – Land South East of Pont Rhyd-y-cyff • COM1(43) – Land South of Pont Rhyd-y-cyff • COM1(54) - Land South West of Pont Rhyd-y-cyff • COM1(5) – Former Cooper Standard Site, Ewenny Road, Maesteg </td> <td style="text-align: center; vertical-align: middle; padding: 5px;">15% affordable housing contribution</td> </tr> </table> <p style="margin-top: 10px;">Affordable housing will be expected to be delivered on-site in the first instance and off-site provision and/or financial contributions will only be accepted in lieu of on-site provision in exceptional circumstances. In the event that the target percentage produces a requirement for a partial affordable housing unit, the contribution will be rounded up to the nearest whole number.</p> <p>Planning applications that comply with this Policy will be assumed to be viable and it should not be necessary for viability issues to be considered further at planning application stage. Deviation from the affordable housing percentages specified will only be acceptable if the applicant can clearly demonstrate that particular exceptional circumstances justify the need for a viability assessment at the point of application. In such rare instances, the applicant must provide all information, evidence and justification to the Council on an ‘open book’ basis.</p>	<ul style="list-style-type: none"> • SP2(4) – Land East of Pencoed • COM1(1) – Parc Afon Ewenni, Bridgend • COM1(21) – Craig y Parcau, Bridgend 		<ul style="list-style-type: none"> • SP2(5) – Land East of Pyle • COM1(32) – Land South East of Pont Rhyd-y-cyff • COM1(43) – Land South of Pont Rhyd-y-cyff • COM1(54) - Land South West of Pont Rhyd-y-cyff • COM1(5) – Former Cooper Standard Site, Ewenny Road, Maesteg 	15% affordable housing contribution
<ul style="list-style-type: none"> • SP2(4) – Land East of Pencoed • COM1(1) – Parc Afon Ewenni, Bridgend • COM1(21) – Craig y Parcau, Bridgend 						
<ul style="list-style-type: none"> • SP2(5) – Land East of Pyle • COM1(32) – Land South East of Pont Rhyd-y-cyff • COM1(43) – Land South of Pont Rhyd-y-cyff • COM1(54) - Land South West of Pont Rhyd-y-cyff • COM1(5) – Former Cooper Standard Site, Ewenny Road, Maesteg 	15% affordable housing contribution					
MAC 056	M2(15b) - Amend Policy SP11 to reflect the substantial change in circumstances of the Former Cooper	SP11 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:				

MAC Ref	Action Point / Reason	Matters Arising Change
	Standard Site, Ewenny Road, Maesteg since Deposit Stage.	<p data-bbox="819 280 1930 323">SP11: Employment Land Strategy</p> <p data-bbox="819 355 1930 584">Opportunities for economic growth will be facilitated by directing employment generating development to the most appropriate and sustainable locations, supporting expansion of existing businesses and ensuring strong spatial alignment between housing and employment growth. This holistic employment land strategy will allocate 74.7 68.8 hectares of new employment land to be brought forward and accommodate up to 7,500 additional jobs over the Plan period by:</p> <ol data-bbox="869 619 1930 807" style="list-style-type: none"> 1) Allocating the following Strategic Employment Sites with available land for high quality employment purposes (B1, B2 & B8 uses): <ul style="list-style-type: none"> a) Brocastle (20.4ha); and b) Pencoed Technology Park (5.4ha). <p data-bbox="920 847 1930 999">These two key employment sites have been specifically identified as prominent employment assets to attract high quality businesses and investment to the County Borough in a manner that will contribute to the local and wider regional economy;</p> 2) Allocating a portfolio of Employment Sites (refer to ENT1) with a combined 45.9 43ha of available land for employment purposes (B1, B2 & B8 uses). These allocations will provide flexibility and choice to deliver new employment on a range of sites across the County Borough; 3) Retaining and safeguarding established sustainable and viable employment sites for employment generating uses (refer to ENT2); and

MAC Ref	Action Point / Reason	Matters Arising Change																																	
		<p>4) Allowing small-scale sustainable employment developments within local service settlements, plus appropriate rural enterprises within the countryside to help enhance and diversify the rural economy.</p> <p>Re-development of the former Bridgend Ford Site (45ha) will also be enabled through this Strategy, thereby capitalising on this key economic opportunity, whilst providing further flexibility and choice to the immediate 74 68.8ha employment land supply (refer to ENT5).</p>																																	
MAC 057	<p>M2(15b) - Amend Policy ENT1 and supporting text to reflect the substantial change in circumstances of the Former Cooper Standard Site, Ewenny Road, Maesteg since Deposit Stage.</p>	<p>ENT1 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <table border="1" data-bbox="808 703 1942 1383"> <thead> <tr> <th colspan="3" data-bbox="808 703 1942 743">ENT1: Employment Allocations</th> </tr> <tr> <td colspan="3" data-bbox="808 743 1942 879">To support the Council's Employment Land Strategy, 74.7 68.8 hectares of available employment land is allocated for employment development at the following locations for the uses specified:</td> </tr> <tr> <th data-bbox="808 879 1451 959">Employment Site</th> <th data-bbox="1451 879 1675 959">Available Land (ha)</th> <th data-bbox="1675 879 1942 959">Uses</th> </tr> <tr> <th colspan="3" data-bbox="808 959 1942 1034">Strategic Employment Sites</th> </tr> <tr> <td data-bbox="808 1034 1451 1082">1) Brocastle, Waterton, Bridgend</td> <td data-bbox="1451 1034 1675 1082">20.4</td> <td data-bbox="1675 1034 1942 1082">B1, B2, B8</td> </tr> <tr> <td data-bbox="808 1082 1451 1129">2) Pencoed Technology Park</td> <td data-bbox="1451 1082 1675 1129">5.4</td> <td data-bbox="1675 1082 1942 1129">B1, B2, B8</td> </tr> <tr> <th colspan="3" data-bbox="808 1129 1942 1193">Employment Sites: Bridgend Sustainable Growth Area</th> </tr> <tr> <td data-bbox="808 1193 1451 1241">3) Brackla Industrial Estate</td> <td data-bbox="1451 1193 1675 1241">7.7</td> <td data-bbox="1675 1193 1942 1241">B1, B2, B8</td> </tr> <tr> <td data-bbox="808 1241 1451 1289">4) Bridgend Industrial Estate</td> <td data-bbox="1451 1241 1675 1289">9.2</td> <td data-bbox="1675 1241 1942 1289">B1, B2, B8</td> </tr> <tr> <td data-bbox="808 1289 1451 1337">5) Coychurch Yard, Bridgend</td> <td data-bbox="1451 1289 1675 1337">0.1</td> <td data-bbox="1675 1289 1942 1337">B1, B2, B8</td> </tr> <tr> <td data-bbox="808 1337 1451 1383">6) Crosby Yard, Bridgend</td> <td data-bbox="1451 1337 1675 1383">0.8</td> <td data-bbox="1675 1337 1942 1383">B1, B2, B8</td> </tr> </thead></table>	ENT1: Employment Allocations			To support the Council's Employment Land Strategy, 74.7 68.8 hectares of available employment land is allocated for employment development at the following locations for the uses specified:			Employment Site	Available Land (ha)	Uses	Strategic Employment Sites			1) Brocastle, Waterton, Bridgend	20.4	B1, B2, B8	2) Pencoed Technology Park	5.4	B1, B2, B8	Employment Sites: Bridgend Sustainable Growth Area			3) Brackla Industrial Estate	7.7	B1, B2, B8	4) Bridgend Industrial Estate	9.2	B1, B2, B8	5) Coychurch Yard, Bridgend	0.1	B1, B2, B8	6) Crosby Yard, Bridgend	0.8	B1, B2, B8
ENT1: Employment Allocations																																			
To support the Council's Employment Land Strategy, 74.7 68.8 hectares of available employment land is allocated for employment development at the following locations for the uses specified:																																			
Employment Site	Available Land (ha)	Uses																																	
Strategic Employment Sites																																			
1) Brocastle, Waterton, Bridgend	20.4	B1, B2, B8																																	
2) Pencoed Technology Park	5.4	B1, B2, B8																																	
Employment Sites: Bridgend Sustainable Growth Area																																			
3) Brackla Industrial Estate	7.7	B1, B2, B8																																	
4) Bridgend Industrial Estate	9.2	B1, B2, B8																																	
5) Coychurch Yard, Bridgend	0.1	B1, B2, B8																																	
6) Crosby Yard, Bridgend	0.8	B1, B2, B8																																	

MAC Ref	Action Point / Reason	Matters Arising Change																																																			
		<table border="1"> <tr> <td>7) Parc Afon Ewenni</td> <td>2.0</td> <td>B1, B2, B8</td> </tr> <tr> <td>8) Waterton Industrial Estate</td> <td>10.0</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="3">Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area</td> </tr> <tr> <td>9) Land at Gibbons Way, North Cornelly</td> <td>0.0</td> <td>B1</td> </tr> <tr> <td>10) Village Farm Industrial Estate, Pyle</td> <td>2.6</td> <td>B1, B2, B8</td> </tr> <tr> <td>11) Ty Draw Farm, Pyle</td> <td>2.23</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="3">Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area</td> </tr> <tr> <td>12) Ewenny Road, Maesteg</td> <td>3.5 0.6</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="3">Employment Sites: Pencoed Sustainable Growth Area</td> </tr> <tr> <td>13) The Triangle Site, Bocam Park, Pencoed</td> <td>1.0</td> <td>B1</td> </tr> <tr> <td colspan="3">Employment Sites: Other Locations</td> </tr> <tr> <td>14) Brynmenyn Industrial Estate</td> <td>2.0</td> <td>B1, B2, B8</td> </tr> <tr> <td>15) Land adjacent to Sarn Park Services</td> <td>2.7</td> <td>B1</td> </tr> <tr> <td>16) Land west of Maesteg Road, Tondu</td> <td>0.3</td> <td>B1</td> </tr> <tr> <td>17) Isfryn Industrial Estate, Blackmill</td> <td>0.4</td> <td>B1, B2, B8</td> </tr> <tr> <td>18) Abergarw Industrial Estate, Brynmenyn</td> <td>1.4</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="2">Total</td> <td>71.7 68.8 hectares</td> </tr> </table>	7) Parc Afon Ewenni	2.0	B1, B2, B8	8) Waterton Industrial Estate	10.0	B1, B2, B8	Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area			9) Land at Gibbons Way, North Cornelly	0.0	B1	10) Village Farm Industrial Estate, Pyle	2.6	B1, B2, B8	11) Ty Draw Farm, Pyle	2.23	B1, B2, B8	Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area			12) Ewenny Road, Maesteg	3.5 0.6	B1, B2, B8	Employment Sites: Pencoed Sustainable Growth Area			13) The Triangle Site, Bocam Park, Pencoed	1.0	B1	Employment Sites: Other Locations			14) Brynmenyn Industrial Estate	2.0	B1, B2, B8	15) Land adjacent to Sarn Park Services	2.7	B1	16) Land west of Maesteg Road, Tondu	0.3	B1	17) Isfryn Industrial Estate, Blackmill	0.4	B1, B2, B8	18) Abergarw Industrial Estate, Brynmenyn	1.4	B1, B2, B8	Total		71.7 68.8 hectares
7) Parc Afon Ewenni	2.0	B1, B2, B8																																																			
8) Waterton Industrial Estate	10.0	B1, B2, B8																																																			
Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area																																																					
9) Land at Gibbons Way, North Cornelly	0.0	B1																																																			
10) Village Farm Industrial Estate, Pyle	2.6	B1, B2, B8																																																			
11) Ty Draw Farm, Pyle	2.23	B1, B2, B8																																																			
Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area																																																					
12) Ewenny Road, Maesteg	3.5 0.6	B1, B2, B8																																																			
Employment Sites: Pencoed Sustainable Growth Area																																																					
13) The Triangle Site, Bocam Park, Pencoed	1.0	B1																																																			
Employment Sites: Other Locations																																																					
14) Brynmenyn Industrial Estate	2.0	B1, B2, B8																																																			
15) Land adjacent to Sarn Park Services	2.7	B1																																																			
16) Land west of Maesteg Road, Tondu	0.3	B1																																																			
17) Isfryn Industrial Estate, Blackmill	0.4	B1, B2, B8																																																			
18) Abergarw Industrial Estate, Brynmenyn	1.4	B1, B2, B8																																																			
Total		71.7 68.8 hectares																																																			
		<p>4.22 The Employment Sites identified in ENT1 are those that have a realistic prospect of contributing to future employment land supply. They account for 45.9 43 hectares of vacant employment land, which is distributed across the County Borough and will help deliver the Regeneration and Sustainable Growth Strategy by ‘creating Productive and Enterprising Places’.</p>																																																			

MAC Ref	Action Point / Reason	Matters Arising Change																																																		
MAC 058	AP 7.3 – Include list of SINC's within the RLDP to accompany the existing layers on the Proposals Map	List of SINC's to be appended to the RLDP (as Appendix 8, Proposals Map to become Appendix 11): <table border="1" data-bbox="786 320 1962 1359"> <thead> <tr> <th>SINC Reference</th> <th>SINC Name</th> </tr> </thead> <tbody> <tr><td>POR-15-S</td><td>Trafalgar Wood</td></tr> <tr><td>POR-16-S</td><td>Pink Bay Pond</td></tr> <tr><td>POR-10-S</td><td>The Beacons</td></tr> <tr><td>POR-11-N</td><td>Nottage Court Wood</td></tr> <tr><td>POR-13-N</td><td>Pwll-y-Waun</td></tr> <tr><td>POR-5-S</td><td>Graig Wood</td></tr> <tr><td>POR-14-M</td><td>Grove Common</td></tr> <tr><td>POR-6-S</td><td>The Wilderness</td></tr> <tr><td>POR-17-S</td><td>Moor Lane Pond</td></tr> <tr><td>BDG-2-N</td><td>Cefn Glas Wood (Graig-y-Casnewydd)</td></tr> <tr><td>BDG-5-N</td><td>Wildmill Community Park</td></tr> <tr><td>BDG-3-S</td><td>Heronston House Meadow</td></tr> <tr><td>BDG-4-S</td><td>River Wood</td></tr> <tr><td>BDG-1-S</td><td>Ewenny Moor</td></tr> <tr><td>NH-10-N</td><td>Court Colman Fish Pond</td></tr> <tr><td>NH-7-S</td><td>Coed-y-Waun</td></tr> <tr><td>NH-6-N</td><td>Ffwyl Wood (North)</td></tr> <tr><td>CEC-6-N</td><td>Cefn Cribwr</td></tr> <tr><td>NH-4-S</td><td>Cefn Cribwr Wood</td></tr> <tr><td>NH-11-S</td><td>Penylan Farm Wood</td></tr> <tr><td>NH-8-S</td><td>Coed-yr-Hela</td></tr> <tr><td>NH-12-N</td><td>Parc Pond</td></tr> <tr><td>NH-1-N</td><td>Parc Slip Nature Park</td></tr> <tr><td>CTH-2-N</td><td>Derwen Wood</td></tr> </tbody> </table>	SINC Reference	SINC Name	POR-15-S	Trafalgar Wood	POR-16-S	Pink Bay Pond	POR-10-S	The Beacons	POR-11-N	Nottage Court Wood	POR-13-N	Pwll-y-Waun	POR-5-S	Graig Wood	POR-14-M	Grove Common	POR-6-S	The Wilderness	POR-17-S	Moor Lane Pond	BDG-2-N	Cefn Glas Wood (Graig-y-Casnewydd)	BDG-5-N	Wildmill Community Park	BDG-3-S	Heronston House Meadow	BDG-4-S	River Wood	BDG-1-S	Ewenny Moor	NH-10-N	Court Colman Fish Pond	NH-7-S	Coed-y-Waun	NH-6-N	Ffwyl Wood (North)	CEC-6-N	Cefn Cribwr	NH-4-S	Cefn Cribwr Wood	NH-11-S	Penylan Farm Wood	NH-8-S	Coed-yr-Hela	NH-12-N	Parc Pond	NH-1-N	Parc Slip Nature Park	CTH-2-N	Derwen Wood
SINC Reference	SINC Name																																																			
POR-15-S	Trafalgar Wood																																																			
POR-16-S	Pink Bay Pond																																																			
POR-10-S	The Beacons																																																			
POR-11-N	Nottage Court Wood																																																			
POR-13-N	Pwll-y-Waun																																																			
POR-5-S	Graig Wood																																																			
POR-14-M	Grove Common																																																			
POR-6-S	The Wilderness																																																			
POR-17-S	Moor Lane Pond																																																			
BDG-2-N	Cefn Glas Wood (Graig-y-Casnewydd)																																																			
BDG-5-N	Wildmill Community Park																																																			
BDG-3-S	Heronston House Meadow																																																			
BDG-4-S	River Wood																																																			
BDG-1-S	Ewenny Moor																																																			
NH-10-N	Court Colman Fish Pond																																																			
NH-7-S	Coed-y-Waun																																																			
NH-6-N	Ffwyl Wood (North)																																																			
CEC-6-N	Cefn Cribwr																																																			
NH-4-S	Cefn Cribwr Wood																																																			
NH-11-S	Penylan Farm Wood																																																			
NH-8-S	Coed-yr-Hela																																																			
NH-12-N	Parc Pond																																																			
NH-1-N	Parc Slip Nature Park																																																			
CTH-2-N	Derwen Wood																																																			

MAC Ref	Action Point / Reason	Matters Arising Change
		CTH-4-N Coed Lais
		CTH-1-S Coed Parc-Gawr
		CTH-7-N Parc Farm
		NH-13-N Angelton Common
		SBM-4-S Coed Caehelyg
		POR-7-N Manor Farm Fields
		NH-9-N Longacre Meadow
		POR-8-S Coedargraig
		POR-3-M Pant-y-Hyl
		CEC-2-N Cefn Farm
		LAL-6-N Cae-Porth
		LAL-8-N Llangewydd (north of railway)
		LAL-2-N Coed-Ty-Maen
		LAL-9-N Coed-y-Gains
		LAL-1-N Stormy Down
		MM-2-S Coed Cwintin
		MM-4-N Home Wood and Long Belt Wood
		MM-7-N Merthyr Mawr Common
		MM-8-S Coed-y-Tyle
		MM-11-S Coed-y-Nawern
		MM-15-N Pwll-y-Mor
		MM-6-S Chapel Hill
		MM-10-S Verville
		MM-13-S Craig-an Wood
		MM-14-S Kiln Field
		CYN-4-N Sker Farm Dunes
		MM-11-N Ar-Graig Field

MAC Ref	Action Point / Reason	Matters Arising Change
		MM-3-N Cwm-y-Befos
		MM-5-S Coed Pwlldu
		MM-1-M Llyn-y-Felin
		CYN-2-N North-Eastern Dunes
		CYN-9-N Frog Pond Wood
		CYN-6-N St. James' Church Wood
		CYN-11-N Eastern Frog Pond Wood
		CYN-14-N Waunbant Road (north)
		CYN-13-N Waunbant Road (triangle)
		CYN-3-N Old Ballas Wood
		CYN-12-N Afon Cynffig
		CYN-1-N Cornelly Quarry
		CYN-7-N North of Pyle
		MG-6-M Y Parc (north)
		MG-4-M Nant-y-Crynwydd
		MG-16-N Craig Tal-y-Fan
		MG-20-N St. John's Colliery Field
		MG-17-N Llwydarth Wood
		MG-1-M Caerau West
		MG-18-M Tudor West
		MG-12-M Y Parc (south)
		MG-19-M Sychbant Fields
		MG-10-N Cwm Cerdin
		MG-15-N Cwm Cerwyn
		CEC-3-M Mynydd Bach
		CEC-5-N Waun Fawr/Coed Uchaf
		CEC-9-N Cwm Ffos (east)

MAC Ref	Action Point / Reason	Matters Arising Change
		LM-5-N Llan Road Woods
		LM-4-N Waun-y-Gilfach woods
		LM-1-M Gilfach Uchaf
		LM-6-S Cwm Nant Gwyn
		LM-3-S Nant Bryncynan Woods
		LM-10-N Nant-y-Castell Grasslands
		PEN-4-S Coed Iestyn
		MG-11-M Cwm Sychbant
		LM-9-N Ty'n-y-Waun
		CCH-3-N Wern Fawr/Fernbank
		BR-2-N Coychurch Road Verge
		CCL-2-S Crematorium Wood
		CCH-1-N Hendir-Uchaf
		CCH-4-N Dre-Fach
		CCH-5-M Blaencrymlyn
		LL-1-S Coed Pentwyn
		LL-2-N Coed Tondu
		LL-3-N Nant Cwm-bach
		LL-4-S Coed Coytrahen
		GV-6-M Nant Mwrth
		YA-1-N Rifle Range Wood
		YA-2-M Brynmenyn
		LL-5-N Cwm Cefnydfa
		GV-5-N Cwm Garw
		GV-8-N Bettws West
		LM-11-S Llywn-y-Brian
		GV-7-S North Bettws Woodland

MAC Ref	Action Point / Reason	Matters Arising Change
		GV-11-S Moelgilau-fawr
		MG-13-N Cemetery Fields
		MG-7-N Garth Grassland
		MG-14-M Nant Cwm-du-bach
		MG-8-M Nant-y-Fforest
		LM-2-M Gelliheblig
		GV-2-N Craig Ddu
		GV-10-N Disused Railway Woods
		MG-2-M Caerau North
		CCH-9-N Gelli-Feddgaer Wood
		MG-3-M Blaen-Cwmdu
		OG-2-M Mynydd yr Aber
		OG-9-M Nant-y-Moel Farm
		CEC-8-S Tymaen Farm Entrance Verge
		CTH-5-N Lime Kiln Wood
		PEN-5-N Ewenny River Fields
		LM-12-N Lletty Brongu
		CCL-3-N Waterton Alderwood
		GV-13-M Tylacoch South
		GV-12-M Tylacoch North
		CTH-6-S Coed-y-Morfa
		NH-14-N Aberkenfig West
		POR-12-S Rych Point
		BR-1-N Tremains
		CCH-2-M Heol-y-Cyw (east)
		CCH-6-N Nant Crymlyn
		CCH-7-M Rockwool Grounds

MAC Ref	Action Point / Reason	Matters Arising Change
		CCH-8-N Heol-y-Cyw (west)
		CCL-1-N Moor Farm
		CEC-1-M Bedford Park
		CEC-4-N Waun Daffydd Farm
		CEC-7-N Cwm Ffos Farm
		CTH-3-N Coedcraigddu
		CTH-8-N Smallhold Wood
		CTH-9-S Junction 36, Heath
		CYN-5-S Ty Tanglwst Wood
		CYN-10-S Kenfig NNR Field
		CYN-8-S Sker Rocks/Pink Bay
		GV-1-M Ffroch Wen Mosaic
		GV-3-M Blaengarw North-East
		GV-4-M Bryngarw Park East
		GV-9-N Oakdale Cottage Wood
		LAL-3-N Laleston Meadows
		LAL-4-S Cae Pen-y-Bryn
		LAL-5-N Craig-y-Parcau
		LAL-7-N Laleston County Primary School
		LL-6-N Ton Phillip Farm
		MM-9-N Island Farm POW Camp
		LM-7-N Drysity'n-y-waun
		LM-8-N Llety Woods
		MG-5-N Abercerdin Wood
		MG-9-M Caergymrig
		NH-2-N Pennsylvania Wood
		NH-3-M Penyfai Common

MAC Ref	Action Point / Reason	Matters Arising Change
		NH-5-N Ffwyl Wood (South)
		OG-1-M Cwm Dyfolog
		OG-10-M Glynllan West
		OG-3-M Cwm Dimbath
		OG-4-N Bryn y Wrach
		OG-5-M Glynogwr Woods
		OG-6-M Cwm Cyffog
		OG-7-M Rhiw Fer
		OG-8-N Pant-yr-Awel
		POR-9-S Newton Point
		SBM-3-N Pant Farm/Hirwaun Common
		POR-4-S Black Rocks
		SBM-2-N Cefn Hirgoed
		PEN-3-N Brynau Gwynian
		POR-1-M Newton Burrows
		PEN-2-N Bryngwenith and Ty-Chwith
		POR-2-M Locks Common
		PEN-1-N Hirwaun Common
		SBM-1-M Cefn Hirgoed
		MM-10-S Verville
		SBM-5-N Tyncoed Farm, Bryncethin

4. Schedule of Map MACs

MAC Ref	Action Point / Reason	Matters Arising Change
Map MAC 013	AP 2.11 – Council to amend the proposals map to ensure that the Policy COM 11(7) Land off Waunscil Avenue, Bridgend is correctly annotated.	The changes to be made to the Proposals Map (see Appendix 5).
Map MAC 018	AP 3.6 – Council to delete Policy SP7 (2) Land adjacent to Bryncethin Depot (no longer necessary to meet identified Gypsy and Traveller needs).	SP7(2) to be removed from the Proposals Map.
Map MAC 020	ED8a(2) – Delete Christie Tyler site from ENT2 due to a drafting error (land not needed for employment in the RLDP period).	Proposals Map to be updated accordingly; with the Former Christie Tyler Site being deleted and the Wern Tarw Employment Allocation being renumbered from ENT37 to ENT29.
Map MAC 032	AP5.2 – The Council to add Local Search Areas for Wind and	Local Search Areas for Wind and Solar to be added to the Proposals Map along with a larger scale inset map for clarity (see Appendix 6).

MAC Ref	Action Point / Reason	Matters Arising Change
	Solar to the proposals map for completeness.	
Map MAC 043	AP 8.1 - Council to conform the size of the allocated strategic site (clarify amendment in allocation boundary to exclude the former Glamorgan Holiday Hotel in response to Representor 1335's comments at Deposit Stage).	The proposed allocated site boundary is 41.32ha in total (there are six proposed development parcels within the wider allocation boundary, totalling 32ha, of which the net developable residential site area is 18ha). This boundary change is reflected on the Proposals Map and included in Appendix 4.
Map MAC 046	AP 9.2 – Council to delete Policy COM1(1) land at Parc Afon, Ewenny (due to flood risk issues).	Policy COM1(1) Land at Parc Afon Ewenni to be deleted from the Proposals Map.

Schedule 1, Appendix 1

MAC 002

Future Wales: National Plan 2040 Outcomes Conformity Assessment (Assessment of the contribution that the LDP makes towards delivering the outcomes set out in Future Wales: National Plan 2040).

Table 1. details the objective assessment undertaken to demonstrate that the LDP makes a significant positive contribution towards delivering the 11 outcomes set out in Future Wales. As detailed in the model below a RAG rating is utilised to present a status assessment using the traffic light colour designations; red, amber or green.

	RLDP policy is considered to make a significant positive contribution towards the NDF Outcomes
	RLDP policy is considered to make a neutral contribution to the NDF Outcomes
	RLDP policy is considered to have a significant negative impact upon the NDF Outcomes

Table 1 – LDP Conformity with Future Wales: National Plan 2040 Outcomes

Future Wales: National Plan 2040 Outcomes A Wales where people live...		LDP Strategic Objectives and Policies																	
		SOBJ-1 To Create High Quality Sustainable Places (Placemaking)					SOBJ-2 To Create Active, Healthy, cohesive and Social Communities					SOBJ-3 To Create Productive and Enterprising Places						SOBJ-4 To Protect and Enhance Distinctive Natural Places	
		SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16	SP17	SP18
1	and work in connected, inclusive and healthy places																		
2	in vibrant rural places with access to homes, jobs, and services																		
3	in distinctive regions that tackle health and socio-economic inequality through sustainable growth																		

Future Wales: National Plan 2040 Outcomes A Wales where people live...		LDP Strategic Objectives and Policies																	
		SOBJ-1 To Create High Quality Sustainable Places (Placemaking)					SOBJ-2 To Create Active, Healthy, cohesive and Social Communities					SOBJ-3 To Create Productive and Enterprising Places						SOBJ-4 To Protect and Enhance Distinctive Natural Places	
		SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16	SP17	SP18
4	in places with a thriving Welsh Language																		
5	and work in towns and cities which are a focus and springboard for sustainable growth																		
6	in places where prosperity, innovation and culture are promoted																		

Future Wales: National Plan 2040 Outcomes A Wales where people live...		LDP Strategic Objectives and Policies																	
		SOBJ-1 To Create High Quality Sustainable Places (Placemaking)					SOBJ-2 To Create Active, Healthy, cohesive and Social Communities					SOBJ-3 To Create Productive and Enterprising Places						SOBJ-4 To Protect and Enhance Distinctive Natural Places	
		SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16	SP17	SP18
7	in places where travel is sustainable																		
8	in places with world-class digital infrastructure																		
9	in places that sustainably manage their natural resources and reduce pollution																		

Future Wales: National Plan 2040 Outcomes A Wales where people live...		LDP Strategic Objectives and Policies																	
		SOBJ-1 To Create High Quality Sustainable Places (Placemaking)					SOBJ-2 To Create Active, Healthy, cohesive and Social Communities					SOBJ-3 To Create Productive and Enterprising Places						SOBJ-4 To Protect and Enhance Distinctive Natural Places	
		SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16	SP17	SP18
10	in places with biodiverse, resilient, and connected ecosystems																		
11	in places which are decarbonised and climate-resilient																		

Schedule 1, Appendix 2: Supplementary Planning Guidance Timescales

MAC 005

The LDP will be supported by Supplementary Planning Guidance (SPG). Two SPGs have been published during LDP preparation (Education Facilities and Residential Development and Outdoor Recreation Facilities and New Housing Development) and will be updated as necessary post adoption of the LDP. These will be supplemented by additional SPGs, which will be prepared within the first two years of LDP adoption, to cover the following thematic policy areas as follows:

LDP Policy	Supplementary Planning Guidance	Aim	Timescale
COM2	Affordable Housing	To expand upon the Council's planning policy on affordable housing and outline how the Council will expect affordable housing to be delivered as part of new residential developments within the County Borough. It will also further clarify the approach to providing affordable housing on exception sites in limited circumstances.	Within 6 months of adoption
SP10	Education Facilities and Residential Development	To update the guidance based on educational facilities planning policy contained within the newly adopted Local Development Plan. It outlines how the Council will, where appropriate, seek planning obligations to provide or enhance education and school facilities as part of new residential developments throughout the County Borough of Bridgend.	Within 6 months of adoption
COM10	Outdoor Recreation Facilities and New Housing Development	To update the guidance based on outdoor recreation facilities planning policy contained within the newly adopted Local Development Plan. It outlines how the Council will, where appropriate, seek planning obligations to provide or enhance outdoor recreation facilities as part of new residential developments throughout the County Borough of Bridgend.	Within 6 months of adoption
SP10	Planning Obligations	To set out the Council's approach to planning obligations when considering applications, providing further guidance on how the policies set out in the Replacement LDP are to	Within 6 months of adoption

		be implemented. This SPG will help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact.	
DNP6	Biodiversity and New Development	To clarify how development should minimise impacts on biodiversity and provide biodiversity enhancement (net benefit), where possible, whilst protecting or enhancing green infrastructure provision in recognition of its wide-ranging benefits.	Within 1 year of adoption
SP3	Design Guide	To provide a clear statement of what the local planning authority expects within the County Borough, both in terms of how design information should be presented, but also how design issues should be addressed to enhance clarity at the planning application stage.	Within 1 year of adoption
SP10	Design of New Schools	To provide additional guidance in relation to the development of new school sites, considering connectivity, adjoining land uses and active travel opportunities, thereby enabling delivery of the School Modernisation Programme (Band C).	Within 1 year of adoption
DNP1	Development in the Countryside	To clarify the types and scale of development that will be considered acceptable in countryside locations.	Within 1 year of adoption
SP11	Employment Land	To expand upon the Council's planning policy, which deals with the protection of identified employment sites for their employment function and circumstances where alternative uses may be acceptable.	Within 1 year of adoption
SP4	Flood Risk	To provide additional guidance into how certain sites can be developed in compliance with the requirements of the future revised TAN15.	Within 1 year of adoption
DNP8	Green Infrastructure	To support the delivery of, safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.	Within 2 years of adoption
SP8	Health and Wellbeing	To ensure planning decisions contribute to the national and local Well-being Goals set out in the Well-being of Future Generations (Wales) Act 2015. This SPG will offer guidance	Within 2 years of adoption

		for addressing the effect of the built and natural environment on health and well-being as part of a strategic approach to tackling local health inequalities and promoting healthy lifestyle options. It will also provide guidance on appropriate locations for primary health care facilities.	
COM1	Masterplans for Long Term Regeneration Sites	To provide detailed strategies to enable the delivery of Long-Term Regeneration Sites within the Plan (Coegnant Reclamation Site (COM1 (R1)) and Maesteg Washery (COM1 (R2))).	Within 2 years of adoption
PLA11	Parking Standards	To expand upon the Council's requirements in relation to parking provision for all forms of development balanced against the availability of active travel opportunities and community facilities. It will also assist in the preparation and submission of planning applications and achieve a common approach to the provision of parking facilities associated with new development and change of use.	Within 2 years of adoption
SP4, SP10	Renewable Energy and Decarbonisation	To provide advice and further guidance to help ensure that new development is designed to be resilient to future climate change effects, by encouraging use of renewable and low/zero carbon energy generation technology.	Within 2 years of adoption
ENT5	Southern Bridgend Gateway	To enable further consolidation and enhancement of Bridgend's role as a major focus for employment and new inward investment by promoting strategic employment sites at Brocastle Estate, the former Ford Site and Parc Afon Ewenni. The SPG will clarify the role and land uses that can be enabled at these sites to allow for sustainable, placemaking-led developmental synergy.	Within 2 years of adoption
SP4?	Sustainable Construction and Design	To provide advice and further guidance to help ensure that new development is designed to be resilient to future climate change effects, having regard to broader principles of sustainable design in order to significantly reduce energy usage and carbon emissions.	Within 2 years of adoption

DNP7	Trees and Development	To clarify the Council's expectations regarding tree planting and new development, to offer advice on maintaining existing trees and planting new trees, on and adjacent to development sites.	Within 2 years of adoption
-------------	-----------------------	--	----------------------------

Schedule 1, Appendix 3 Implementation and Delivery Appendix MAC 008

Updated information in relation to the Strategic, Non-Strategic and Employment Allocations contained within Appendix 5 (Implementation & Delivery) of the RLDP Written Statement is highlighted in green below.

Strategic Site Allocations

SP2(1) / PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(1) / PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area	41.72 41.32 ha	Strategic Mixed-use Regeneration Site	1,1115 1,100 residential units 335 330 Affordable units	2018-2022: 0 2023-2027: 420 180 2028-2033: 600 After plan period: 320
Site Description				
<p>Porthcawl Waterfront is an underutilised, 41.72 32-hectare brownfield site occupying a prominent seafront position. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, it is currently occupied by a variety of land uses including the former Council owned Sandy Bay Caravan Site, the fairground, harbour, open space/recreation facilities and Salt Lake Car Park. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links Porthcawl to Bridgend (via the A48) which is approximately 11-12km (7-8 miles) to the east. The Trecco Bay Holiday Park is immediately adjacent to the eastern boundary of the site.</p>				
Key Site Issues and Constraints				
<u>Highways and Transport</u>				
<u>Active Travel Improvements</u>				
<p>The provision of active travel within the scheme is a key infrastructure requirement that future proposals will be expected to deliver upon, both in terms of providing sufficient land area and funding the costs of new active travel routes. The active travel requirements within the regeneration area are expected to facilitate the use of sustainable modes of transport across the site, both in an east to west and north to south axis. In addition to facilitating the use of sustainable modes of transport within the site, any forthcoming proposal will be expected to improve active connectivity to the existing Town Centre and the wider</p>				

settlement of Porthcawl. Connections must be made to the existing active travel route **PORC3 4084** and new routes should be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps ATNM: INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17 and INM-POR-18~~ **INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.**

New Access Road and Roundabout

In order to provide sufficient capacity to support vehicular access into Sandy Bay the eastern area of the regeneration site will require a new roundabout at Griffin Park alongside a new access road. The indicative costs and alignment of this highway infrastructure have been informed by an initial design prepared by BCBC highway engineers, which has been used to inform that indicative layout of the regeneration area and inform scheme viability. It is expected that further detailed work will be completed in relation to the final alignment, specification and costing of this highway infrastructure as and when more detailed proposals come forward.

Bus Terminus

The Council has undertaken feasibility work to explore proposals to deliver a **Metro-Link consisting of a** bus terminus within the Porthcawl Regeneration Area. The bus terminus project is being brought forward in connection with the CCR Metro Plus project and is seen as a key element of the wider regeneration plans. The Authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of Public Transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan.

Transport Statement

A detailed assessment has been completed by Jacobs in support of the regeneration area proposals (report attached as Appendix D). This assessment was based on an upper limit of 1500 residential units across the regeneration area and includes comparative analysis between the 2007 Transport Assessment and associated survey data set out within the following documents:

- Porthcawl Regeneration Transport and Access Strategy 2007; and
- Porthcawl Waterfront Visitor Parking Strategy 2007.

The comparative assessment included assumptions such as a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1240 residential units identified through this Land Use Framework. Despite this robust analysis, which overestimates the number of trips generated by the proposals, the TA concludes that there does not appear to be an increase in trips which would materially impact on the highway.

With specific regard to parking, the TA recognises that car ownership per household in Porthcawl is generally below the level of residential parking provision required by the current adopted SPG17. On this basis, and given the inherently sustainable location of the brownfield regeneration area, it is anticipated that future proposals would seek to minimise car parking in response to the need generated from the development. This approach allows a degree of positive flexibility to be applied at design development stage and would remain

in accord with the current emphasis at a national policy level to shift towards applying maximum car parking standards as opposed to minimum standards.

Flood Risk

The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other investment in active travel infrastructure, public realm improvements and regeneration-led development.

The existing flood defences combined with completion of the new flood defence works has rendered the site a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15.

~~The primary risk of flooding to Porthcawl is tidal, although only limited areas of Porthcawl lie within DAM Zone C2 and C1, with the majority of the key settlement located within DAM Zone A. Areas in Zone C2 include, West Drive and the Esplanade, Salt Lake car park and Mackworth Road. Formal flood defences at Beach Road, Newton result in the only area of Zone C1. Only less vulnerable development is suitable in areas of Zone C2, subject to the application of the Justification Test, including acceptability Criteria.~~

~~BCBC have completed detailed tidal modelling of Sandy Bay to understand the future potential for tidal flooding. The results of this modelling show that left unchecked climate~~

change will significantly increase flood risk at Salt Lake car park and cause a broad swath of Porthcawl to flood from the northeast corner of Sandy Bay to The Wilderness. The predicted flood extent and depths through Porthcawl can be seen in Appendix A of the SFCA. As a result of the future tidal flood risk in Porthcawl BCBC have developed plans for the Porthcawl Flood Defence scheme. The scheme has been developed to be delivered in two phases. Phase 1 (Eastern Promenade) will protect the Salt Lake area and existing development to the north. This phase of the scheme will consist of the following measures:

- Repair and maintenance to the Western Breakwater to safeguard the structural integrity of the structure.
- Strengthen and raise the existing parapet wall to reduce the risk of wave overtopping along Eastern Promenade.
- Minor management measures to preserve the Sandy Bay relict dunes.
- Installation of rock armour to protect the neck of Rhych Point.

Phase 2 (Coney Beach) will consist of flood and coastal erosion measures along the Coney Brach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. The areas expected to benefit from the two phases of the Porthcawl Flood Defence scheme are shown in the the SCFA. The expectation is that both phases will protect these areas for the next 100 years to a minimum of a 0.5% AEP standard of protection.

BCBC has secured funding and all necessary permissions for Phase 1 of the Porthcawl Flood Defences Scheme and work is due to start imminently. Upon completion of Phase 1 flood CLV-JBAU-00-00-RP-Z-0001-S3-P02-Bridgend_SFCA 74 defence works, the DAM classification which covers a small portion of the site, should change from C2 to C1. A risk of flooding may remain in the 0.1% AEP but this will be significantly reduced by the flood defences and should be manageable through good design. Consequently, within the area benefiting from Phase 1 of the Porthcawl Flood Defences Scheme all forms of development should be appropriate.

Phase 2 of the Porthcawl Flood Defences Scheme has received approval for funding by Welsh Government. Most of the area in located in DAM Zone A and future flood risk is predicted to be limited in extent and modest in depths, all forms of development are appropriate subject to a detailed and satisfactory Flood Consequence Assessment. As tidal flood risk and the impacts of climate change can be complex, it is advised that a Flood Consequence Assessment should accompany any plans to develop within the Phase 1 and 2 areas irrespective of its location in Zone A of the DAM.

Summary of the SFCA

The Porthcawl Regeneration site is an extensive brownfield site extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, taking in the former Council owned Sandy Bay caravan site and Salt Lake car park. The current strategic development site boundary includes significant areas of the coastal foreshore and are therefore located in DAM Zone C2. However, these areas are not proposed for built development and therefore the percentage coverage of C2 is somewhat misleading, with most development areas located in Zone A of the DAM. The costal setting of this site makes it particularly important to consider the impacts of climate change on tidal

~~flood risk. Some areas of the strategic site currently located in DAM Zone A are predicted to be at future flood risk without improvements being made to the coastal flood defences. However, with implementation of the Porthcawl Flood Defences Scheme it is likely that the Porthcawl Regeneration site can be developed in full compliance with the requirements of TAN15. Nevertheless, all development in the area should be accompanied by a Flood Consequence Assessment.~~

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development. Appropriate documents in the form of a Landowner's agreement are being circulated and finalised between all parties.

Protected Environmental / Ecological Species and Designations

In order to inform this land use framework and the overall deliverability of the site a Phase 1 habitat survey has been completed by David Clements. This survey included both a desktop review and detailed site walkover in order to provide a robust basis for determining what ecology constraints may exist within the site. Whilst the full survey report is included as Appendix J the following headline conclusions and recommendations were provided:

- It is not considered that the proposed development would have any adverse impact on any designated biodiversity sites in the surrounding area.
- Aside from the Rhych Point SINC and abandoned pleasure gardens the majority of the site provides habitat of low ecological value with limited areas of neutral maritime grassland considered to be of high local value within the site
- Further bat surveys are recommended prior to any development / demolition of buildings with bat roosting potential within the site in order for appropriate mitigation measures to be put in place.
- Provided adequate mitigation measures are implemented (to be informed by future surveys) the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.

In light of the above, and the more detailed findings within the Phase 1 habitat survey, it is evident that the illustrative layout of the proposed regeneration area remains inherently deliverable from an ecological perspective. In order to ensure detailed proposals incorporate appropriate mitigation it is expected that suitably qualified Ecologist would be consulted an early stage of the design development process.

Ecological constraints will be mitigated by retaining and providing suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance.

Utilities

The Porthcawl Waterfront Regeneration Area is widely recognised as a significant opportunity to deliver upon a range of strategic housing delivery and regeneration objectives that will positively contribute to the town of Porthcawl. As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order

to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town.

The regeneration area will require the provision of a new foul and surface water drainage system to connect into the existing system, in addition to any wider network capacity work that may be required as development comes forward.

Insofar as surface water drainage is concerned the regeneration area will require an infiltration based SUDs system across the Sandy Bay area of the site with the Coney Beach and Salt Lake areas to be principally drained to the sea via a new outfall pipe to replace an existing outfall pipe and at source SUDs attenuation to ensure compliance with relevant requirements.

With respect to foul drainage there are a range of existing pipes that will enable connection to be made to the established network. As such, the foul drainage infrastructure requirement for the regeneration area will principally consist of the provision of new foul drainage runs within the site itself with this supported by any capacity upgrades that may be required by Welsh Water, as informed by hydraulic modelling, at the time development comes forward.

A desktop feasibility study has been prepared by SMS in order to inform and support the Land Use Framework. This study considers both on-site and off-site elements for each utility as follows:

- Details of the location of all statutory network apparatus in close proximity to and within the development boundary.
- Assessment of existing services for disconnections and diversions.
- Estimated costs for diversions and disconnections required.
- Estimated costs for suitable electricity, gas, potable water and telecommunications to the development.

In summary the feasibility study confirms that it is inherently feasible to connect electricity, gas, water and telecommunications to the site. The likely cost of such connections is also included within the study, with these indicating that the only potential abnormal costs would be in relation to electricity connections. In this respect, and whilst it is acknowledged that the inclusion of onsite renewables may reduce the amount of electricity required from the grid, initial indications are that the development would require 4,135 kVA. In order to deliver this electricity a point of connection from Nottage Primary Sub-station together with 2 high voltage cables from the substation to the development would be required. The cost of this connection has been estimated as circa £1.1 million with this representing a key abnormal cost that needs to be considered as part of the viability and associated design development process.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

The site's Land-use Framework will seek to preserve and complement Porthcawl Conservation Area and associated Grade II Listed Buildings, including the listed buildings in the harbour, immediately adjacent to the south of the site. The development will therefore positively integrate with the setting of this historic core of the town.

Contamination

The wider regeneration area has been subject to a significant amount of previous site investigation work that has informed previous decision making, including the existing allocation and adopted SPG, in addition to the emerging proposals. This previous work includes, but is not limited to, the following:

- Phase 1 Environmental Assessment prepared by Jubb in 2007 (attached as Appendix H)
- Geo Environmental & Geotechnical Assessment prepared by Earth Science Partnership in 2019 attached as Appendix I)

In essence the site is not subject to any known contamination that would represent a barrier to the site coming forward for the intended use.

In addition to the site investigation work outlined above, Quantum were commissioned to undertake further site investigation work with a particular focus on investigating the ground conditions within Sandy Bay and their suitability for an infiltration based drainage solution (report attached as Appendix G). Whilst the detailed findings are contained within the reports referenced above, it is pertinent to note that they have not identified any contaminants that would preclude the adoption of an infiltration based drainage strategy across the Sandy Bay part of the site. This approach, as it relates specifically to drainage matters, is further detailed within the site wide Drainage Strategy prepared by Capita.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will ~~generate 33 nursery places, 209 primary places (plus 3 special educational needs places) and 0 secondary places (sufficient capacity)~~ meet the needs for the additional school places it generates through on-site provision and financial contributions.

A 2ha 1 Form Entry Welsh Medium Primary School will be provided on-site and ~~& and~~ 4 classroom block extension will be funded at the existing English Medium Primary School. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. The

school must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The development must provide 30% affordable housing provision in accordance with policy PLA1.

Open Space

~~3.51 Hectares of Public Open Space, Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance and the Porthcawl Waterfront Land-Use Framework document.~~

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Porthcawl Waterfront Regeneration Area Land Use Framework (2021)~~
- ~~Coney Beach Coastal Defence Feasibility Study Report prepared by Arup~~
- ~~Transport Assessment prepared by Jacobs~~
- ~~Landscape / Seascape and Visual Impact Assessment prepared Soltys Brewster Consulting~~
- ~~Topographical Survey Plan prepared by Landmark~~
- ~~Ground Contamination Investigation Report prepared by Quantum~~
- ~~Phase 1 Environmental Assessment prepared by Jubb~~
- ~~Geo-Environmental & Geotechnical Assessment prepared by Earth Science Partnership in 2019~~
- ~~Ecology Survey prepared by David Clements Ecology~~
- ~~Porthcawl Waterfront Regeneration Area LDP Drainage Strategy Report prepared by Capita Redstart~~
- ~~Utilities Report prepared by SMS~~
- ~~Sequential Test prepared by Peter Brett Associates~~
- ~~Bridgend Strategic Flood Consequences Assessment prepared by JBA~~
- ~~Porthcawl Food Store Development Brief prepared by BCBG~~

SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
----------------------------	----------------	--	--------------------------------------	-----------------

SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area	49.95 ha	Strategic Mixed-use Sustainable Urban Extension	847 residential units 169 Affordable units	788 158	Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2033: 587 600
--	----------	---	---	------------	--

Site Description

The site is located 1.5km (0.9 miles) to the south-west of Bridgend Town Centre, south of the A48, and close to the boundary with Vale of Glamorgan Council. It comprises approximately 49.95 hectares of tree and scrub land to the north, arable farmland to the south and east and grazing land to the north east. The site is bordered to the north east by the Bridgend Science Park, and to the east by a nursing home.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The site is located in a sustainable location in terms of access to facilities and amenities, which will be further enhanced by the mixed-use nature of the site which will reduce the need to travel further afield. An Active Travel Assessment has been undertaken by Corun Associates Ltd, which concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy and help deliver local active travel in line with the Active Travel Wales 2013 Act.

On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's [Active Travel Network Maps ATNM: INM-POR-15, INM-BR-46, INM-BR-48, INM-BR-75, INM-BR-45 and INM-BR-49](#) [INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.](#)

New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be will be obtained from the A48 to the east of Merthyr Mawr Road. A separated footpath is proposed from the A48. Refer to the Strategic Transport Assessment and Transport Measures Priority Schedule for other off-site highway improvements.

Transport Assessment

A detailed assessment has been completed by Corun Associates Ltd in support of the site. The expected trip generation and distribution from the previously consented and revised Island Farm proposals have been assessed through a series of Transport Strategic

Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.

All trip generation work for the revised Island Farm proposals has been undertaken on a worst-case sensitivity test, allowing a more direct comparison with the original consent. The assessment identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265/Ewenny Road Junction in both peak hours, development will result in lower traffic flows through all junctions across the assessment network over the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. Therefore, the Transport Note argues that the revised proposals will have a beneficial impact over the distribution network compared to the consented scheme.

It should also be noted that the increase in flows at the B4265 / Ewenny Road junction is due to the proposed access junction for the revised Tennis Centre proposals, as this junction was not proposed as a site access point within the consented scheme. The Tennis Centre proposals may be delivered in advance of the wider Island Farm site, and there is currently a live application with its own Transport Assessment covering the traffic impact at this junction.

Previous assessment work on the consented scheme identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during forecast years. Such mitigation measures that were outlined for these junctions, as referenced within the consented scheme would enable the junctions to provide nil detriment or better in terms of the revised scheme. Updated survey work will be undertaken as part of a future Transport Assessment that would support a planning application for the development of the wider site.

Flood Risk

The site is entirely within Flood Zone A and therefore considered at low or no risk of flooding. The Strategic Flood Consequences Assessment states that PLA2: Land South of Bridgend (Island Farm), is identified as 'Green' within the RAG assessment for the SFCA. Island Farm has small areas of the site identified as at risk of surface water flooding. These areas correspond with topographic lows across the site and area therefore expected to be manageable through the use of SuDS and considerate site design. The majority of Island Farm has a groundwater depth of between 0.025m and 0.5m below ground level. Localised areas of this strategic site are shown to have groundwater within 0.025m of the ground surface. Groundwater levels may dictate the location and depth of SuDS assets proposed for any development on this site and should therefore be considered further.

NRW advise that the site is located near a Source Protection Zone 1. Therefore future development proposals will need to ensure the protection of groundwater.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development. Appropriate documents in the form of a Landowner's agreement are being circulated and finalised between all parties.

Protected Environmental / Ecological Species and Designations

The northern woodland section forms part of a Site of Importance for Nature Conservation (SINC), designated for a mosaic of habitats and the presence of hazel dormice. An Ecology Report prepared by Ethos Environmental Planning considered the following species.

Dormouse

The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

Riparian mammals

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to

provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

Badgers

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

Reptiles

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

SINC Review – Wildlife Trust

This document states that this SINC does not appear to have changed significantly since 2011's survey and therefore still qualifies as a SINC. The small section of woodland in the field to the south-east is worth removing from the citation as it is isolated and does not appear to add to the site's value. The woodland varies in quality but appears to offer habitat for dormice and bats and there are numerous woodland indicator species. The grassland is not particularly species-rich but adds to the site as a whole. The site suffers from antisocial behaviour including fly-tipping, frequent drug use and signs of semi-permanent habitation that is detrimental to the biodiversity of the site.

Recommendation is that dormouse tubes are replaced and monitored and that antisocial activities are reduced where feasible. Although the grassland areas are not very diverse they add to the diversity of the site and some scrub control to stop their loss is recommended though not a priority.

The Masterplan have included a number of measures to address previously identified ecological constraints including the retention of the majority of the SINC and protection of

the artificial bat roost and hedgerows. Furthermore, the masterplan for Island Farm has indicated the retention of SINC land within the site boundary, with the exception of the access road from the A48. Areas of ecological value are proposed for retention including existing sink holes; which offer value for a range of invertebrates, and an ecological enhancement area located in the south-western field; previously enhanced for ecology in relation to the 2008 sports village application. The masterplan also indicates retention of continuous green areas to ensure a continued network of green and blue infrastructure.

Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Utilities

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.

For electricity, the development will need to fund connections, diversions and a new WPD HV (11kV) ring main to serve the site with new sub-stations as follows:

- Dwellings – seven 1MVA HV / LV sub-stations.
- Primary School – one 250kV HV / LV sub-station
- Special Educational Needs (SEN) Facility – 500kV HV / LV sub-station

Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision.

DCWW have advised that the waste water treatment plant has sufficient capacity to accommodate the envisaged foul flows from the proposed development, although additional hydraulic modelling will be required to advise on foul and water supply network capacity and potential connections points. Given the maximum potential size of the development, local infrastructure improvements to the DCWW network are likely to be required.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology & Heritage

The BCBC land is sited within the northern sector of the site immediately to the south of the A48 and formed part of the former Crossways Country Club and Second World War prisoner of war camp. A single storey building, the only surviving building from the camp (Hut 9) has been listed (Grade II) and is located in the northeast part of the site. The remainder of the BCBC owned land predominantly comprises scrub, rough grassland and treed habitat land.

The Masterplan and Strategic Site Policy seek to ensure that Hut 9 is fully integrated with future development proposals.

Ground Conditions

Reflecting the site's extensive planning history, a large amount is known about ground conditions of the Site having been informed by various phases of site investigations and survey/ monitoring works. Included at Appendix 7 is a Summary of Site Investigations prepared by wL2.

These documents consider matters relating to ground conditions, permeability / filtration, and contamination which have, where appropriate and if required, been used to inform the masterplanning process and site layout. It concludes that, whilst as is not uncommon at this stage of the development process, further detailed site investigations will be necessary to inform the detailed design (notably the presence and risk of potential additional sink holes), there are no, known, significant constraints to the development of the site resulting from its ground conditions.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

~~The development will generate 35 nursery places, 232 primary places (plus 3 special educational needs places).~~

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 1.3 hectares of land to accommodate 1 two form entry primary schools with co-located nursery facilities plus 0.5ha for any future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.

The development must also provide 4ha of land to facilitate the relocation of Heronsbridge Special Needs School.

Affordable Housing

The development must provide 20% affordable housing provision in accordance with policy PLA2.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Masterplan Report Roberts Limbrick~~
- ~~Renewable Energy Strategy Troup Bywaters~~
- ~~Utility Report Troup Bywaters + Anders~~
- ~~Ecology Appraisal Ethos Ecology~~
- ~~Transport Strategic Appraisal Corun Associates April 2020 April 2020~~
- ~~Active Travel Assessment Corun Associates April 2020 April 2020~~
- ~~Island Farm Drainage Strategy wL2 April 2020 April~~
- ~~High Level Viability Assessment Savills April 2020~~
- ~~Landscape Matters Note Savills September 2020~~ ● ~~ALC Supplementary Note Savills September 2020 September~~
- ~~Transport Strategic Appraisal Corun Associates June 2020 September 2020~~
- ~~Health Impact Assessment Savills September 2020 September 2020~~
- ~~Viability Assessment~~

SP2(3) / PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(3) / PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area	36.86 Ha	Strategic Mixed-use Sustainable Urban Extension	850 residential units 170 Affordable units	2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500

Site Description

The site is located immediately adjoining the western boundary of Bridgend, and the built development at Bryntirion. The smaller settlement of Laleston is further to the west. Bridgend Town Centre is approximately 2.2km away. The site is bordered by the A473 to the south; an un-named country lane to the west; Llangewydd Road to the north; and the settlement edge of Bryntirion to the east. There are existing properties on the edge of Bryntirion, which form part of the south eastern boundary of the site and three dwellings at the south western boundary which are accessed via the country lane.

The majority of the site comprises open farmland pasture with an area of woodland with enclosed marshland fields to the north east. The open farmland comprises irregular shaped, small to medium fields of improved grassland with vegetated field boundaries. The wooded part of the site to the north east is covered by the Laleston Meadows SINC, a local ecological designation. The site and its internal field boundaries in the open farmland include livestock fencing, maintained hedgerows and hedgebanks, a tree belt and a stone wall.

There are a number of existing private agricultural gate entrances allowing access to the wider site from each boundary, as well as 2 no. pedestrian access points from the north east to the south western boundary. The first is a narrow and enclosed byway. The second is a Public Right of Way which forms part of the Bridgend Circular Walk, a Long Distance Walking Route, which crosses the site from approximately midway along the western edge of the site running northeast through the SINC before joining Llangewydd Road.

The site is allocated for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes during the Plan period (including 20% / 170 affordable housing units), incorporating a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.

Key Site Issues and Constraints

Highways and Transport

Land at West Bridgend is a well-located sustainable site taking advantage of the numerous nearby facilities, many of which are located a short distance away from the site within Bryntirion and Broadlands, with greater numbers also located within Bridgend Town Centre. Furthermore, the site is accessible via a number of modes of travel and links well to the existing urban boundary to the east.

Active Travel Improvements

On and off-site measures will be provided to achieve good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages will be provided along the A473 to connect with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b~~ INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.

The existing footway along the northern side of the A473 will be upgraded. To the east of the site access it will be upgraded to a shared footway / cycleway facility that will connect the site to the local Bryntirion shops as well as Active Travel route INM-BR-57. To the west of the site access the footway will be widened to provide a better pedestrian connection to the existing eastbound bus-stop located on the A473.

New Access Roads

In order to provide safe vehicular access into the site, a new 3-arm traffic signalised junction with the A473 will be provided at the southern boundary. This will accommodate the needs of all users, providing a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473.

The main internal spine road will be designed to accommodate two-way bus movements, will allow for cyclist priority over side roads, and will offer an exemplary environment for pedestrian movement. The spine road will have an active frontage, providing an attractive thorough-fare for active modes of travel and by bus. The development will incorporate the existing public rights of way within its internal design, optimising their attractiveness and allowing pedestrians to permeate into the rest of the site, and the local communities such as Laleston and Bryntirion. The remainder of the site will provide the necessary pedestrian and cycle infrastructure to encourage walking and cycling and the appropriate street cross sections and speed limits to support this.

The emergency access in the northern part of the site will also provide a connection for Active Travel users to Llangewydd Road where it is proposed to prohibit motor vehicles between Bryntirion and where it joins the lane running north-south through the site (to the west). This will form a green travel corridor between the site and northern Bryntirion, only open to Active Travel and emergency vehicular traffic. The section of lane between the emergency access and Bryntirion will be upgraded in line with the Welsh Government's guidance on Active Travel Design Guidance. Once in Bryntirion pedestrians would use existing footways and cyclists would proceed along quiet streets to connect with existing Active Travel Routes INM-BR-55 in the east or INM-BR-57 in the south.

Transport Assessment

A Transport Assessment, as well as a Mobility Strategy, have been produced by Vectos. The assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243 two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4 vehicles per minute two-way, diluted across the local highway network.

The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly

improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as an on-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.

Flood Risk

JBA Consulting have prepared a high-level drainage strategy for the site which confirms that the site is located within DAM Zone A, which is used within TAN15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This is reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

Land Ownership

Llanmoor Development Co. Ltd has complete control over the whole of the land-holding making up the site allocation, through individual Landowner Option Agreements together with a formal Joint Landowner Agreement that was legally exchanged and completed in October 2020. This ensures that the individual landowners are working together and the site can be delivered as a whole without any form of landownership constraint.

Protected Environmental / Ecological Species and Designations

An ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.

Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated

features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.

The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.

An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.

The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.

Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.

The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW.

Arboriculture

EDP have also undertaken a full BS 5837:2012 Trees in Relation to Design, Demolition and Construction compliant survey of trees and hedgerows on site. The survey confirms that overall the trees identified throughout the site are a mix of values. The Tree Survey identifies the presence of Ancient Semi-Natural Woodland, Restored Ancient Woodland, and

Plantations on an Ancient Woodland within parts of the site, as well as identifying that there are Tree Preservation Orders (TPO) along the north and north eastern boundaries.

The arboricultural constraints information provided illustrates that there are no overarching constraints to the development of the site, with certain trees which must be prioritised for retention. The baseline provided has influenced the master planning and layout works to provide a suitable development.

Utilities

A Utilities Assessment Report has been prepared by Utilitas. The report confirms the presence and location of existing infrastructure assets that need to be maintained on site, or be subject to diversionary works as and where necessary. This includes 3no. spans of overhead electricity power lines and a medium pressure gas main within the site. The report also provides details of potential diversionary work at the new site entrance off the A473 with regards to 11kV and LV electricity mains cables, a 6 inch water main and Openreach fibre cables.

The report also confirms the position regarding the provision of new utility infrastructure to serve the proposed development. In this regard, Western Power have confirmed that the site can be served with power from their existing primary substation to the east of the site. New 11kV HV cables will be laid from this location on to the site, where the necessary standard distribution Substations will be sympathetically located, in accordance with WPD requirements to serve the development. Wales & West have confirmed that their existing Medium Pressure main on site currently has capacity to serve the development. There may also be some capacity to serve an initial phase of build from the Low Pressure network in the A473. DCWW have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform that such works. They have also **confirmed confirmed** that there are no insurmountable obstacles to the delivery of the site. Finally, Openreach have confirmed that all premises on the site can be provided with superfast fibre broadband.

In conclusion, the report notes that utility services are available to serve the development including Electricity, Water, Gas and Fibre and budget costs have been incorporated into the Viability Assessment supporting the site.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

An Archaeological and Heritage Assessment has been prepared by EDP. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its

northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINCE and will not be developed.

While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.

Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens.

In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained.

Contamination/remediation

A geoenvironmental and geotechnical desk study of the site has been prepared by Intégral Géotechnique. The study confirms that the site has remained generally as undeveloped fields and the majority of the site is underlain by St Mary's Well Bay Member, a band of Lavernock Shales within the north eastern area and Porthkerry Member beneath the southern area. The study notes that there should be no contaminates from the undeveloped site, and that there are no significant contaminates from adjacent uses.

It is anticipated that the overall environmental risk of the site is considered to be low to medium and that site investigation proposals, including a geophysical survey followed by a trial pitting and borehole investigation to examine the shallow to medium ground conditions is suggested.

Kernon Countryside Consultants have confirmed that in accordance with the Welsh Government Predictive Agricultural Land Classification (ALC) the site comprises of land of Subgrade 3b and Grades 4 and 5 with an area of non-agricultural land.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

~~The development will generate 38 nursery places, 251 primary places (plus 3 Special Education Needs places), 152 secondary places (plus 2 Special Education Needs places) and 24 Post-16 places.~~

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The masterplan makes provision for a 1.5 form entry Primary School with nursery provision on site. An additional buffer of 0.45ha must be provided for future expansion. A contribution to Nursery, Primary and Secondary School provision will be secured through a Section 106 Agreement and in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The site will deliver 20% affordable housing in accordance with Policies PLA3 and COM2.

Open Space

Green Infrastructure and Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development SPG.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Parc Llangewydd Drawing Booklet (Hammonds Architectural Ltd)~~
- ~~Parc Llangewydd Open Space Note (Hammonds Architectural Ltd)~~
- ~~Agricultural Land Classification Note (Kernon Countryside Consultants)~~
- ~~Air Quality Assessment (Air Quality Consultants)~~
- ~~Arboricultural Baseline Note (EDP)~~
- ~~Archaeological and Heritage Assessment (EDP)~~
- ~~Written Statement of Investigation – Archaeological and Heritage (EDP)~~
- ~~Drainage Strategy (JBA Consulting)~~
- ~~Ecology Briefing Note (EDP)~~ • ~~Laleston Meadows SINC: Habitat Assessment Summary Note (EDP)~~
- ~~Laleston Meadows SINC: Ecological Briefing Note (EDP)~~
- ~~Geoenvironmental and Geotechnical Desk Study (Intégral Géotechnique)~~
- ~~Transport Assessment (Vectos)~~
- ~~Interim Residential Travel Plan (Vectos)~~
- ~~Landscape and Visual Appraisal (EDP)~~
- ~~Renewable Energy Statement (Llanmoor Development Co. Ltd)~~
- Utilities Assessment (Utilitas)

SP2(4) / PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(4) / PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area	50.23 44.27ha	Strategic Mixed-use Sustainable Urban Extension	770 804 residential units 154 161 Affordable units	2018-2022: 0 2023-2027: 290 204 2028-2033: 480 600

Site Description

The site is located to the north-east of Bridgend, to the north of the M4 motorway (Junction 35), directly adjacent to the boundary with Rhondda Cynon Taff County Borough Council, although within the administrative boundary of Bridgend County Borough.

The main site is bound to the north and west by the A473, to the south by Felindre Road, to the east by the Ewenni Fach brook and to the south east by farmland. The land to the west of the A473 is bound by the A473 on its eastern boundary, by Felindre road to the south and by the Ewenny River to its west and the north. Beyond the river is residential development (Pencoed).

The wider area comprises a mix of land uses, predominantly residential and commercial to the west associated with the town of Pencoed, The Sony Factory (and wider employment land allocation) is located to the south of the site. Land to the north and east is mostly farmland. There is a hotel and restaurant located to the south east of the site.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The site is located within a sustainable location in terms of access to facilities and amenities, of which will reduce the need to travel further afield. Consideration of existing sustainable transport opportunities including access to bus services, trains and active travel infrastructure has been undertaken by WSP. It was concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy in line with the Active Travel Wales 2013 Act and help deliver local active improvements along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps~~ ATNM: ~~INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE-15~~ INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26.

The masterplan also indicates that pedestrian access would be provided at the north-east corner of the site to the A473. A pedestrian access link will also be provided at the south-west corner of the site onto the A473. A third pedestrian access would be provided at the A473 junction with Penybont Road at the location of the existing College Campus. All pedestrian and cycle links through the site would be built to standard and will be suitable to accommodate the needs of the development

New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be served via two new vehicular access points onto the existing highway network. The access points are intended to be priority junctions onto the A473 at the northern extent of the site and the other onto Felindre Road at the southern extent of the site.

Transport Assessment

A detailed transport assessment has been completed by WSP to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on the site being put forward for up to 800 dwellings and a 1.5 form entry primary school situated off the A473 in Bridgend.

The Assessment concluded, that the site would fully comply national, regional and local policy objectives. The proposed access arrangements have demonstrated that the planned junctions are appropriate for the scale of the development. There are no common trends or patterns in collisions on the local highway network over the most recent five-year period, and the proposals will not negatively impact on highway safety. Furthermore, the proposed site access arrangements would operate within capacity and thus the development would not result in a severe impact on the local highway network.

The Assessment demonstrates that the development proposals are in accordance with national, regional and local policy. The proposals will not likely generate a significant number of trips and modelling demonstrates that the trips would not have a significant impact on the operation and safety of the local highway network.

Flood Risk

National Resources Wales have commented that the site is located partially within a C2 Flood Zone (Ewenny fach main river) and located partially within a Source Protection Zone (Schwyll Spring). A drainage strategy & flood advice note was prepared by WSP, highlighted that land relating to the eastern boundary and southeastern boundary of the site is designated as TAN15 Flood Zone C2, land that is without significant flood defence infrastructure. Most of the land to the west of the A473 is also located within Flood Zone C2. Whilst more detailed assessment of flood risk and design work will be required to inform a formal planning application, the risks identified in this document only affect small areas of the site are not considered to present a significant constraint the site's development. The current masterplan has considered these constraints and appropriately positioned development around them.

A Flood Consequence Assessment is not considered necessary as it is not a fundamental constraint to the site and the designation have been 'designed out'.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 (Ewenny Fach main river). The current masterplan has considered constraints and has appropriately positioned development around them.

Land Ownership

Future development of the 2.1ha 3G football pitch which is within the extent of the site falls outside of the ownership of the promoter. The land is identified on the current masterplan for the redevelopment at Pencoed as a potential location for a new primary school. A realistic and deliverable strategy is expected to ensure that the 3G pitch land can/will form part of the wider development site and be delivered as part of the wider masterplan for the site which will see this land subject to the development of a new primary school and new homes.

Protected Environmental / Ecological Species and Designations

Natural Resources Wales have commented that the site is adjacent to the Brynna a Wern Tarw Site of Special Scientific Interest (SSSI), highlighting the need for careful assessment and consideration to avoid any detrimental impact on the designated site. An Ecological Appraisal was undertaken by Soltys Brewster, which confirmed that Brynna a Wern Tarw SSSI is located approximately 550m to the northeast of the site. Brynna a Wern Tarw SSSI is of special interest for its extensive area of mixed, species-rich lowland grassland, including significant areas of marshy and dry neutral grassland, and for the association of these habitats with others including broadleaved woodland and heath. Given the habitats present at the site and the physical separation from the designated sites by existing development and infrastructure, the SSSI is considered of little or no ecological relevance to any future development.

Natural Resources Wales also referenced that bats may be present on the site. Soltys Brewster's Ecology Appraisal survey findings did not identify any protected or notable flora & fauna associated with the site itself. Although records of several protected and notable species were identified in the surrounding area including Dormouse *Muscardinus avellanarius*, great Crested Newt *Triturus cristatus*, reptiles, birds and bats. The key issues at the site from an ecological perspective, as well as recommendations for further survey / mitigation work are as follows:

- Given that the presence of Dormice and/or GCN is likely to affect the area available for development, further surveys to confirm the presence or likely absence of these species are recommended in order to determine the requirement for licencing from NRW.
- Additional surveys for reptiles and bats are also recommended prior to any detailed planning application submission.

- The site also presents opportunities for ecological enhancements which could be incorporated into the design at an early stage. Habitat connectivity is currently poor from east to west across the site and along the western and southern boundaries.

The site promoter's illustrative masterplan has included a number of measures to enhance and address identified ecological constraints including the retention of existing woodland areas where possible, whilst creating an east to west nature corridor in addition to enhancing the existing north to south tree belt to the east of the site. A diverse range of habitats will also be provided including attenuation ponds/reed beds, rain gardens/hedgerows and woodland.

Utilities

Investment in utility will ensure that the site can accommodate the level of development proposed. OPUS Ltd has appraised the possible constraints of utilities crossing the site and the potential capability of connection to a range of services.

In terms of water supply, there is a 200mm diameter distribution water main which runs along the western boundary of the site. In terms of sewerage, the site is crossed by a public combined sewer which runs north to south along the eastern boundary of the site before crossing the site towards the A474 south of the college campus. DCWW have advised that the waste water treatment plant (Penybont) has sufficient capacity to accommodate the envisaged foul flows from the proposed development, although additional hydraulic modelling will be required to advise on foul and water supply network capacity and potential connections points due to the size of the site.

For electrical services, there are there are High Voltage underground cables which run along the western boundary of the site from the campus entrance to the roundabout between the A474 and Felindre Road. Along the northern boundary there are also High Voltage cables which run along the boundary from the north eastern corner to the campus site and then run along the boundary of the campus site heading south to the existing substation located along on the south of the development site adjacent to Felindre Road. The site promoter's illustrative masterplan takes into account the required 3m easement either side of the apparatus. Connections will be to 11kV ring main sub-stations.

For landline telephone / broadband, there is a BT Openreach junction box and cable in the south western corner of the site. Given the close proximity to the site boundary, diversion of this asset is not envisaged.

For gas supply, the nearest main is located 2m from the site boundary, and is located east of the site. This is a 180mm PE Low Pressure main. The site is also crossed by a high pressure gas main which runs north to south across the site. Wales and West Utilities have provided details of the easements associated with this pipeline which states that no structure should be erected within 6.096m (20ft) either side of the pipeline. Due to the high pressure nature of the pipeline it is considered a hazard and therefore there are also development exclusion zones associated with the pipeline. The site promoter's illustrative masterplan has adopted a 10m buffer zone either side of the pipeline. This area will be used to make a significant, positive contribution to the development's green infrastructure network

by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid unnecessary sterilisation of land. Connections not envisaged due to electric heating/cookers.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

The site is located within close proximity to two Listed Buildings within the main campus (Tregroes House and the bridge located on the driveway leading to the House. Glamorgan Gwent Archaeological Trust (GGAT) states that this site is the site of an 18th century house, farm, estate and managed landscape; boundaries as on Tithe Map, remnant planted avenues. Medieval settlement nearby, water management and milling. Pre-determination assessment is recommended as a first step in mitigation; this is unlikely to preclude development.

The site promoter's illustrative masterplan acknowledges these buildings and has subsequently been designed to ensure that no development will be in close proximity and have no adverse impact upon the listed buildings.

Contamination/Remediation

National Resources Wales states that the site could be at risk of contamination (Redroofs EAHLD14950). However, the site promoter does not consider the site to be at risk. Further investigation will be carried out at the detailed planning application stage.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions. ~~The development will generate 34 nursery places, 233 primary places (plus 3 special educational needs), 46 secondary (plus 2 special educational needs) and 12 post-16 places.~~

The development must provide 1.8ha of land to accommodate a 1.5 form entry primary school with a co-located nursery facility, and an additional buffer of 0.5ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The development must provide 20% affordable housing provision in accordance with policy PLA4.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Masterplan Report Austin-Smith:Lord April 2020~~
- ~~Energy Strategy Report Savills July 2020~~
- ~~Drainage and Utilities Statement OPUS Ltd November 2018~~
- ~~Drainage Strategy & Flood Advice WSP September 2020~~
- ~~Ecological Appraisal Soltys Brewster November 2018~~
- ~~High Level Viability Assessment Savills April 2020~~
- ~~Landscape Matters Note Savills September 2020~~
- ~~ALC Supplementary Note Savills September 2020~~
- ~~Headline Health Impact Assessment Savills September 2020~~
- ~~Transport Assessment WSP October 2020~~
- ~~3G Pitch Strategy Note Savills February 2021~~
- Viability Assessment

SP2(5) / PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(5) / PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	99.86 ha	Strategic Mixed-use Sustainable Urban Extension	2,000 2,003 residential units 300 Affordable units	2018-2022: 0 units 2023-2027: 352 220 units 2028-2033: 705 750 units After plan period: 1,033
<u>Site Description</u>				

The site is located to the east of Pyle, bounded by the (Swansea to London Mainline) railway to the north, common land to the East, the M4 motorway to the South and the A4229 to the west. Village Farm Industrial Estate is also located immediately to the north, beyond the railway line. The site comprises nearly 100 hectares in total and is divided into 2 parcels by the alignment of the A48; Parcel A (to the south of the A48) consists of 60 ha and Parcel B (to the north of the A48), 40ha. The site rises gradually upwards away from the A48 roundabout and is currently used as farmland.

The site is allocated for a comprehensive residential-led mixed use scheme, including a local commercial centre, appropriate supporting infrastructure and the provision of two new primary schools, the latter inclusive of a land buffer to enable future expansion. The proposal would seek to deliver new pedestrian and active travel links from the site to Pyle/Kenfig Hill to improve connectivity. Particular emphasis will be placed on improving the pedestrian links to Pyle Railway Station and facilitating safe pedestrian and cycle passage between the site and Pyle through delivery of a new bridge over the railway line.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The site is located in a sustainable location in terms of access to facilities and amenities, which will be further enhanced by the mixed-use nature of the site which will reduce the need to travel further afield. An Active Travel Assessment has been undertaken by Corun Associates Ltd, which concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy and help deliver local active travel improvements to Pyle, North Cornelly, Porthcawl and Bridgend in line with the Active Travel Wales 2013 Act. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the ~~Council's Active Travel Network Maps ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18 and INM-PY-16, INM-PY-18 and INM-PY-19~~ INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.

Pedestrian and cycle access will be provided by new 3m wide shared footway/cycleway which will be provided at all access points and along the full site boundary. Toucan crossings will also be provided to allow pedestrians and cycles to safely cross the A48 and A4229 and access the wider footway network.

The development will also deliver a new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. Detailed bridged designs have been drafted by RVW Consulting and high level costings have been factored in the site-specific viability appraisal.

Park and Ride Facility

A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to the north of this site and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. The

development will therefore not prejudice these plans, by reserving land to the north of the site for a new park and ride facility.

New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be taken via three separate junctions, one on the A4229 and two on the A48.

The access on the A4229 will provide access to the western parcel of land. The junction will form a 3 arm MOVA controlled signal junction with a 7.3m access road. At the southern arm of the junction, an additional 3m right turn lane is proposed to allow access to the proposed development

An additional access to the western land parcel will be provided via a new MOVA controlled staggered signal crossroad junction on the A48. The southern side of the junction will provide access to the western parcel via a 7.3m, likewise access to the eastern parcel on the northern side of the junction.

The final access on the A48 will provide access to the eastern parcel of land. The junction will form a 3 arm MOVA controlled signal junction with a 7.3m access road. At the southern arm of the junction, an additional 3m right turn lane is proposed to allow access to the proposed development.

Transport Assessment

A detailed transport assessment has been completed by Corun Associates Ltd to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on an upper limit of 2,320 residential units across the site's two parcels (1,250-1,430 dwellings on Parcel A and 780-890 dwellings on Parcel B).

The Assessment concluded, following a preliminary accident investigation, that there are no evident clusters and therefore no obvious highway safety concerns within the vicinity of the proposed development. The Assessment undertook capacity analysis on 7 junctions, as agreed with the Council's Highways Department, concluding that 5 of the 7 will not see any material issue with traffic flows as a result of the development quantum being introduced. However, two are forecast to experience queueing and delay that may warrant mitigation as part of the development of the site.

Firstly, the quantum of development at the site is forecast to have a moderate impact on the operation of the A473/B4622 signals in the majority of the assessed scenarios. As the junction is marginally over capacity, a suitable S106 contribution will be required at the planning application stage either to enable the upgrade of this junction to Microprocessor Optimised Vehicle Actuation (MOVA) control and/or to optimise the existing signal controller configuration.

Secondly, the A48 / Heol Mostyn Priority Junction is forecast to experience capacity issues in the assessment scenarios, which will likely be magnified, to some extent, by site traffic. The Council is investigating the signalisation of the junction which will provide significant

capacity and safety improvements and allow queues and delay to be managed at each approach. However, further assessment of this junction will be required at the planning application stage and may require the installation of the signals as part of a S106 or S278 agreement. The junction will also be expected to provide MOVA control to minimise delay.

Flood Risk

A preliminary flood risk and drainage overview note was prepared by JBA Consulting, which highlighted the northern boundary of the eastern parcel of land is located within DAM Zone C2. Natural Resources Wales also echoed these comments, highlighting that the site is partially in zone C2 Fach (Pyle) main river on northern boundary. Therefore, development will be located away from this area of land and confined solely to areas within DAM Zone A (Areas at little or no risk of flooding). Areas at high risk of flooding are to be confined to uses which are of low vulnerability to flooding, such as Public Open Space or SuDS. Further to this, it was concluded that the site has a low-to-medium risk of flooding due to surface water, albeit there is a negligible risk of flooding to the site from all other sources of flooding. It is proposed that existing surface water flow routes are retained where possible and incorporated into the surface water drainage strategy for the site. Therefore, there be no built form provided in this area, and it will be appropriately used for public open space.

A Flood Consequence Assessment is not considered necessary at this time as it is not a fundamental constraint to the site and the designation has been 'designed out'.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 along the northern boundary of the eastern parcel of land. The current masterplan has considered constraints and has appropriately positioned development around them.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development.

Protected Environmental / Ecological Species and Designations

Natural Resources Wales have commented that the site is adjacent to Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC and Penycastell, Cefn Cribwr SSSI, highlighting the need for careful assessment and consideration to avoid any detrimental impact on the designated sites. An Ecology Report was undertaken by Wildwood Ecology, which confirmed there is an adjacent partial SSSI/SAC (Cefn Cribwr Grasslands –sections 9 and 10), which is designated for its purple moor-grass meadows and marsh fritillary butterfly presence. This designation is separated from the site by a road and railway line to the north of the north-east corner. No devil's bit scabious or purple moor-grass was found on-site during the field visit, with the land either grazed by sheep or cattle, or cut for hay/silage. No negative impacts are anticipated on this designated site, or any others within the local area (including Stormy Down SSSI, found to the immediate south-east of the site). Further work

is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Natural Resources Wales also referenced that hazel dormice and bats may be present on the site. Wildwood Ecology's Appraisal outlined the key issues at the site from an ecological perspective, as well as a number of recommendations for further survey / mitigation work, as follows:

- The on-site buildings at Ty-Draw and Stormy, along with the pill box structure and barn to the south-east part of the site, and several scattered trees across the site offer suitable opportunities for roosting bats.
- Boundary features (trees and hedgerows) are likely to be important for commuting and foraging priority and protected species (e.g., bats and common dormice).
- The on-site pond offers some suitable habitat for amphibians.
- A badger sett (outlier) was found on-site within a hedge bank, along with unidentified mammal paths to the south.
- The hedgerows and trees/scrub offer good conditions for breeding birds to nest within.

Retaining hedgerows (themselves a priority habitat) and major tree-lines will be beneficial in mitigating for some of the potential impacts, though further surveys will be required to inform lighting plans and any specific mitigation/compensation if priority species are found (e.g. ponds for newts; bat roosts). Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Utilities

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. For electricity, the development will need to fund connections, diversions and an EHV 33/11 kV Primary Substation on-site. Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision. A feasibility study has been completed, including costing estimations necessary to enable the development to be delivered.

DCWW have advised that there are no public sewers in the immediate vicinity of the site so the nearest option for a foul connection (avoiding private land and crossing the railway line) would appear to be onto the 300mm combined sewer in Ffordd Yr Eglwys, at the junction with Pill Y Cynffig. An initial 200 dwelling could be accommodated at this point, although further modelling will be required and undertaken. DCWW advised that there were no further significant capacity concerns aside from this. Upsizing of the existing local network will be required, along with surface water removal, to offset the significant increase in foul flows.

However, this will require more detailed hydraulic modelling, which would be conducted to support an outline planning application. This would also inform any reinforcement works necessary to serve the site with clean water.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

A Desk-Based Assessment of the site has been undertaken by Archaeology Wales. The assessment highlighting the following specific features:

- A WWII pillbox to the North-Western portion of the site,
- An existing farmstead complex to the east;
- An area of earthworks in the NE corner related to a 19th century farmstead (but potentially much older); and
- A 19th century tram-line running through the northern part of the site.

The site is adjacent to Stormy Castle, a medieval settlement with monastic grange around it, which could possibly extend into the site. The A48 itself is also thought to follow the line of a Roman road, although the precise route of a Roman road through here hasn't been proven. In terms of likely mitigation measures, the archaeological planning advisors (GGAT) have advised that a geophysical survey of the site should be undertaken. This will be undertaken to support the future planning application.

Contamination/Remediation

Intégral Géotechnique (Wales) Limited have undertaken a geo-environmental and geotechnical desk study of the site. The desk study found that the overall contamination potential of the site was low / medium, with the previous and current land use not likely to produce significant contaminants and the risk of harm to human health being low. As such, from an environmental perspective the report concludes that it is unlikely that the issue will arise as a liability/cost.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

~~The development will generate 94 nursery places, 615 primary places (plus 9 special educational needs places), 237 secondary places (plus 5 special educational needs) and 62 post-16 places.~~

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 4.6 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and an additional buffer of 1.1ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and

post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy PLA5.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Indicative Site Masterplan~~
- ~~Transport Assessment~~
- ~~Ecological Appraisal~~
- ~~Landscape & Visual Impact Assessment;~~
- ~~Tree and Hedgerow Survey~~
- ~~Flood risk and drainage report~~
- ~~Desk Based Archaeology report~~
- ~~Utilities Search~~
- ~~Noise Assessment~~
- ~~Geo-environmental and geotechnical desk study~~
- ~~Agricultural Land Assessment~~
- ~~Active Travel Assessment~~
- ~~Viability Assessment~~
- ~~Energy Strategy~~
- ~~Railway Crossing Bridge Schematic Designs~~

COM1(1): Craig y Parcau, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(1): Craig y Parcau, Bridgend Sustainable Growth Area	6.6ha	Housing Allocation	108 residential units 24 Affordable units	2018-2022: 0 units 2023-2027: 108 units

				2028-2033: 0 units
--	--	--	--	--------------------

Site Description

Craig Y Parcau consists of a 6.6ha parcel of land bound to the north by the A48, to the east by River Ogmore (and a public footpath running adjacent to it), to the south by New Inn Road, and to the west by mature trees. The proposed development is for approximately 108 homes across two different parcels alongside associated green and blue infrastructure. The proposed development at Craig Y Parcau could be accessed from the A48 roundabout with the B4622.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

There are a number of proposed active travel routes surrounding the site boundary. One proposed active route relating to the north of the site includes shared-use off-road intended for pedestrians and cyclists for travel between Broadlands and Bridgend Industrial Estate (Route: INM-BR-45).

The site promoter has undertaken an Active Travel Assessment (October 2020) which identifies a number of deficiencies within the current site. The site promoter will mitigate these constraints by seeking to connect to proposed active travel routes to encourage active modes of travel amongst existing and future highway network users. This is evident in the submitted masterplan and must be addressed as part of the future planning application. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-BR-48 and INM-BR-128.

New Access Roads

The site is bound to the north by the A48, a single lane trunk road that runs along the southern fringe of the settlement of Bridgend, running westwards to Pyle and towards Port Talbot, and eastwards to Cowbridge and towards Cardiff. Access to the site will be via the existing southern arm off Broadlands Roundabout, which will be upgraded to accommodate the development traffic. Previous capacity analysis of the junction, as part of the existing Island Farm planning permission, indicates that nil detriment or better can be readily achieved within adopted highway land.

Transport Assessment

A detailed assessment has been completed by Corun Associates Ltd in support of Island Farm and Craig y Parcau. Craig y Parcau is likely to come forward in tandem with Island Farm as indicated by the housing trajectory and as such has been collectively assessed. The expected trip generation and distribution from the previously consented and revised Island Farm proposals have been assessed through a series of Transport Strategic Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.

The Technical Note indicates that with the exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm and Craig y Parcau proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development

proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm and Craig y Parcau proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals, however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm and Craig y Parcau sites include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm and Craig y Parcau proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised development, which will ideally include up to date baseline traffic flows as the basis for the assessment.

Flood Risk

Craig Y Parcau is located within Flood Zone A (considered to be at little or no risk of fluvial or coastal/tidal flooding) as detailed in Natural Resources Wales' Development Advice Maps and therefore the proposed form of development is considered appropriate on flooding grounds. Included at Appendices 7 is a Drainage strategy prepared by wL2.

Surface water for the western plateau of the site will make use of a series of attenuation systems (such as underground tanks, reens and ponds) which discharge into the stream bed that runs through the site. For the eastern plateau, the intention is for surface water to discharge either into the stream bed itself or into the River Ogwr to the east. In all cases, the maximum discharge flow will be limited to the 1 in 100-year greenfield run-off for that part of the site. Foul water will connect the Dwr Cymru Welsh Water sewer on the southern side of the A48.

The masterplan has been prepared with SuDS principles in mind, looking to make use of attenuation ponds, reens, and swales which will contribute to biodiversity and make attractive features that are part of the masterplan's green and blue infrastructure network. These principles will be incorporated as part of the future planning application.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

Land Ownership

The Site is being promoted by the HD Ltd. Craig-Y-Parcau is under the sole ownership of HD Ltd. As such, there are no other landowners and no unresolved land ownership issues.

Protected Environmental / Ecological Species and Designations

An Ecology Report has been prepared by Ethos Environmental Planning of the site, of which provides an assessment of both the Island Farm and Craig y Parcau areas' ecological opportunities and constraints and provides recommendations for further surveys.

Craig-Y-Parcau area was comprised of a mosaic of grassland, scattered and dense scrub, woodland and hedgerows, with the River Ogmore located along the eastern site boundary. There were a number of mature trees across the site and at the site boundaries which had aesthetic and ecological value. Structures were also present – these were in very poor condition and were not accessed internally.

The Ecological Report also considered protected species (including Dormouse, Riparian mammals, Great crested newt, Birds, Bats, Badgers and Reptiles).

Dormouse

The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

Riparian mammals

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

Badgers

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

Reptiles

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

Such findings have influenced the indicative masterplan proposal for the site of which includes the retention of vegetative habitat on site and creation of a swale and an attenuation pond in the east of the site. Further future surveys will be undertaken at the detailed planning application stage, with appropriate mitigation measures to be incorporated where necessary.

Utilities

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate there should be no issue with Penybont (Merthyr Mawr) WwTW accommodating the foul-only flows from this development.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows from this development site. The site is traversed by a 350mm foul sewer for which protection measures will be required in the form of an easement width or diversion.

Electricity Provision

For electricity, the development will need to fund connections, diversions and a new WPD HV (11kV) ring main to serve the site with two 1MVA HV / LV sub-stations to serve the intended number of dwellings.

Gas Supply

Connections will also need to be made to the gas network.

Telecommunications

Connections/diversions will need to be made to enable broadband provision.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology & Heritage

There are no listed buildings on Craig-Y-Parcau, though New Inn Lodge (30m from the site) and New Inn Bridge to the south (circa 10m) are both listed whilst New Inn Bridge (10m from the site) is also a Scheduled Ancient Monument. A submitted masterplan acknowledges the

two Grade II listed structures and Scheduled Ancient Monument and has been designed to ensure no development will be in close proximity in addition to no adverse impact upon the building. This will need to be further demonstrated as part of the future planning application.

Contamination/Remediation

WL Squared have been engaged by the site promoter to provide an outline drainage strategy for the proposed development based on the masterplan prepared by Roberts Limbrick Architects. The drainage strategy, prepared in April 2020, includes commentary on potential contamination within the site, the key points of which are shown below:

- No intrusive site investigations have yet been undertaken on the site however a desk top study of local site investigation information available indicates that the site is likely to be underlain with relatively impervious glacial tills/clay soils containing some proportion of sands and gravels between circa 3 and 6.5 metres deep overlying Lower Lias beds overlying Carboniferous Limestone.
- It is likely that the Lower Lias geological unit identified beneath the site is susceptible to natural cavity formation. To the north east of the site, at least thirteen subsidences were recorded in the vicinity of Nolton Street, Bridgend between 1920 and 1950 within Lower Lias deposits which were, predominantly, overlain by Glacial Sand and Gravel.
- It is thought that natural cavities within the limestone were previously at surface level and that these features were in-filled with superficial glacial deposits at the end of the ice age. Groundwater over time flows through the soils and washes out the cavity backfill resulting in the creation of voids which eventually reach the surface.
- In view of these conditions the discharge of significant amounts of rainfall runoff via shallow filtration methods is likely to lead to ground instability.

Further investigation will be carried out at the detailed planning application stage.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning obligations. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 20% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(2): Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(2): Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area	5.5 ha	Strategic Mixed-use Sustainable Urban Extension	140 residential units 21 Affordable units	2018-2022: 0 units 2023-2027: 115 units 2028-2033: 25 units

Site Description

The site comprises approximately 5.5ha of agricultural land situated to the south-east of the existing built-up area of Pont Rhyd-y-Cyff, Llangynwyd. It consists of three large, irregularly-shaped fields bounded by existing, mature vegetation, while the westernmost field bounds the public highway along Bridgend Road (A4063) and Parc-Tyn-y-Waun. There is a larger, wooded area in the northeast corner of the site, which abuts the Llynfi River to the east. In terms of topography, the site slopes gently downwards towards the east and north. There is an existing Public Right of Way (PRoW) that runs through the site from Bridgend Road to a level rail crossing in the north-east corner of the site. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

There are a number of proposed active travel routes surrounding the site boundary. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

New Access Roads

It is anticipated that the site will be accessed via a simple priority junction on to the A4063 Bridgend Road fronting the site. The access road to the site will be approximately 6m wide, with a 3m pedestrian refuge within the junction bell-mouth, and a 3.5m shared cycleway/footway on one side of the carriageway and a 2m wide footway on the other side.

Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation

to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual transport appraisal of the site has also been undertaken by Lime Transport. It is estimated that the site could generate up to 1,059 person trips (two-way) throughout the day, with up to 59 vehicle trips (two-way) in the AM peak and up to 68 vehicle trips (two-way) in the PM peak. It is estimated that the site could increase traffic along the A4063 Bridgend Road by a maximum of 3.2% and, in accordance with TAN18, it is considered that candidate site is unlikely to have a material impact on the local highway network. The impact of any future development on the site will need to be assessed with a robust Transport Assessment, that will need to be discussed and agreed with the local highway authority. It is also considered that the impact of any future development on the site could be reduced through the implementation of an effective Travel Plan. Based on the likely impact of the site, it is considered that the candidate site will have a minimal impact on the operation of the local highway network.

Flood Risk

A Flood Consequences and Drainage Appraisal has been undertaken by Vectos. All development will be steered into the areas at minimal or no risk of fluvial flooding. Surface water runoff from the site will be managed using SUDS in accordance with the sustainable drainage hierarchy via restriction to greenfield runoff rates prior to discharge in the River Llynfi. Given the above, from a flood consequence and drainage perspective, Maesteg and Llynfi Valley Regeneration Growth Area is capable of delivering development which is compliant with PPW and TAN 15.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding, although the south-eastern section of the site is within Flood Zone 3. All development will be steered into the areas at minimal or no risk of fluvial flooding.

Land Ownership

The landowner is committed to working towards ensuring that the development site can be delivered as a comprehensive development (including COM1(3): Land South of Pont Rhyd-y-cyff & COM1(4): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

Protected Environmental / Ecological Species and Designations

Hawkeswood Ecology carried out a Preliminary Ecological Assessment (PEA) on behalf of the site promoter. The assessment identified agriculturally improved grassland which is heavily grazed, woodland and hedgerows within the site boundary. A small section of the site is designated as a SINC (Llety Brongu), relating to areas of woodland on the southern and eastern sections of the site. It is bounded to the south and east by a river and a tributary stream. The grazed pasture has little biodiversity value, however the woodland and hedgerows contain mature trees that may support features suitable for roosting bats. In addition, they are also suitable habitat for dormice which has been recorded approximately two miles from the site. The riverside woodlands and hedgerows represent UK Biodiversity action Plan Priority Habitats, and although the woodlands are not designated as ancient, they support a tree and ground flora that suggests they are of some age. The hedgerows are relict and consist of rows of trees and mature shrubs.

The masterplan for the site confines development to the agriculturally improved grassland areas of which is considered to be of low biodiversity significance. The grasslands are heavily grazed by sheep and do not offer a significant biodiversity benefit. The high biodiversity wooded areas and mature trees in the relict hedgerows will be retained with the provision of close boarded fencing in addition to an appropriate buffer zone to prevent dumping of garden waste or other domestic rubbish. However, these will be required to be protected during construction. Given the viable network of woodland and hedgerows connecting the site to other localities and the suitability of habitat on site the presence of commuting dormouse cannot be ruled out. There is also potential for the site to support both breeding and foraging bats. Direct impacts on both the wooded habitats and protected species will be limited. However, there is potential for indirect impacts and further survey is required to properly assess the impacts of the development on both habitats and protected species in addition to invasive species. Integral bat and bird boxes are recommended for use in the new construction. The locations of bat and bird mitigation will be such that they are not vulnerable to attack from cats.

The existing PRoW that runs through the site from Bridgend to a level rail crossing in the north-east corner of the site will be diverted but retained and integrated into the design of the development through wet grassland. However, this will need further habitat assessment at a more appropriate time of year when the majority of grassland flowers are visible.

Utilities

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

A 150mm foul sewer is located in the adjacent road to the west of the site.

Electricity Provision

No electricity provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

There are not considered to be heritage constraints present. The site is not located within a Conservation Area and there are no listed buildings on the site or within the site's setting.

In Historic Landscapes terms, the locality is considered an important industrial communications/settlement corridor, including the Bridgend Road and the railway. The old tramway on the site is part of the original Dyffryn Llynfi and Porthcawl Railway Company's 1825 tramroad to the coast. However, there are not considered to be any heritage constraints on the site that would prevent development.

Contamination/Remediation

A Geotechnical & Geo-environmental Desk Study has been carried out on site by TerraFirma which confirms the site's suitability for development. The site is greenfield and has been largely unoccupied throughout history, save for a small portion of the site that was crossed by a tramway. The study does not find any abnormal conditions that would prevent development coming forward. In summary:

- Geology - The site is primarily underlain by sandstone.
- Mining - the site is not considered to be at risk by past underground coal mining and there are no known recorded coal mine entries within the site or within 20m of the site.
- Radon gas – no radon protection will be required for new development.
- Landfill gas and ground gas – low to moderate risk.
- Contamination – low risk, no anticipated source of contamination save for tramway on part of the site.
- Anticipated foundation solution – concrete strip and trench fill should be suitable.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(3): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(3): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area	2.09 ha	Strategic Mixed-use Sustainable Urban Extension	102 residential units 15 Affordable units	2018-2022: 0 units 2023-2027: 65 units 2028-2033: 37 units

Site Description

The site consists of a number of co-joined fields, which are bounded by a railway line to the East, further agricultural land to the south, Ysgol Gwyfyn Gymraeg Llangynwyd to the West (and A063 which abuts the western boundary of this specific site). It is a partially brownfield site and previously accommodated a petrol filling station, which has since been de-

commissioned. The site is bisected by the A48. It is allocated for a residential led development. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the south of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

New Access Roads

It is intended that the existing access which previously served the site's former use will be reinstated and improved to provide a simple priority junction with Bridgend Road.

The proposed site access will be designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual TA of the site has also been undertaken by Asbri Transport. This TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities

within the immediate vicinity of the site. It should also be noted that these local facilities and amenities will be supplemented by the commercial uses proposed as part of the development. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions. It is therefore considered that there are no material reasons from a highway and transportation perspective why the site should not be included as an allocated site.

Flood Risk

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(2): Land South East of Pont Rhyd-y-cyff & COM1(4): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

Protected Environmental / Ecological Species and Designations

An ecological appraisal of the site has been undertaken by I&G Ecological Consulting. The combination of desk and field surveys undertaken at the proposed development site identified that the majority of the area within the planning site boundary has negligible ecological value (brownfield). However, the scrub and trees have higher ecological interest, supporting a more diverse range of species and are likely to provide nesting opportunities for birds, cover for small mammals and invertebrates and flight lines for bats.

The boundary hedgerows and trees should be retained, with a fringing vegetation of scrub to provide connectivity to adjacent habitats, including the two adjacent SINC sites to the north.

Loss of scrub habitat and trees should be mitigated for by suitable new planting, detailed in the landscape scheme and approved by the LA ecologist. Any new planting should be with trees and shrubs of local provenance and should seek to replicate the species mix present in the existing hedgerow. Landscaping should include berry bearing species such as guelder rose, rowan and purging/alder buckthorn, which will also attract brimstone butterfly.

Protection of remaining scrub and trees is recommended; the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered.

Birds

All nesting birds are protected under Section 1 of the Wildlife and Countryside Act of 1981. Therefore, vegetation clearance should be planned outside the nesting bird season.

Bats

The boundary scrub and tree-lines will act as flight lines for bats and any dark corridors should be maintained as such. An appropriate lighting plan in relation to bats will take such habitat into consideration. Any mature trees which require felling or management in order to accommodate the development will be subject to inspection and assessment for suitability for use by bats, by a licenced bat surveyor following current guidelines (Bat Conservation Trust).

Dormice

The areas of dense bramble scrub provide suitable habitat for dormice, however, there are no records for dormouse in the area. A precautionary approach to site clearance should be taken. Enhancement opportunities may exist within the development layout which will improve the integrity and species diversity of the remaining scrub and woodland belts, and seek to increase connectivity to any adjacent suitable habitat.

Reptiles & Amphibians

A method statement and mitigation plan should be prepared in order to protect reptiles and amphibians during site clearance and construction.

Invasive Non-native species

A single Buddleia plant is located within tipped material fronting the concrete apron at the NW corner. No evidence of Himalayan balsam or Japanese knotweed were observed. Materials brought into the site should be clean and free from INNS.

Utilities

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

A 225mm foul sewer is located on the adjacent road to north.

Electricity Provision

No electrical provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified. Wales & West Utilities that the nearest main with sufficient capacity is located 12m from the site boundary and is located to the east of the site. This is a 180mm PE Low Pressure Main.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No listed buildings or scheduled ancient monuments on the site or that would be impacted by any development on the site.

Contamination/Remediation

The site was previously a petrol filling station and de-commissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework. A series of ground investigations were undertaken to inform the ground conditions on the site. These reports confirm that there is no contamination on the site which would be of concern to human health.

Monitoring wells were also decommissioned at the time of the reports by over drilling and backfilling with gravel and injected bentonite grout and reinstatement of surfacing. The conclusions of the report state that the works had been taken out and that there was reduced likelihood of former groundwater monitoring wells.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(4): Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(4): Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area	7.33 ha	Strategic Mixed-use Sustainable Urban Extension	130 residential units 20 Affordable units	2018-2022: 0 units 2023-2027: 130 units 2028-2033: 0 units

Site Description

The site consists of a number of co-joined fields, which are bounded by the A4063 to the east, further agricultural land and Ysgol Gwyfyn Gymraeg Llangynwyd, to the south and a farm to the west. The northern boundary is bounded by the Llangynwyd settlement boundary. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. In addition, the existing PRow route within the site will be upgraded and surfaced to accommodate walking and cycling movements that will provide a dedicated walking and cycling connections with footways along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the north of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

New Access Roads

It is intended that a priority junction with a ghost island right turn lane will be introduced to serve the proposed residential development.

The junction has been designed to ensure consistency of access with the surrounding environment. It has also been positioned to allow for visibility splays of 2.4 x 120 metres to be achieved in line with a 40mph design speed and to ensure that 120m forward visibility can be achieved from both directions.

The proposed site access has been designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual TA of the site has also been undertaken by Asbri Transport. The TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. Moreover, it has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions.

Flood Risk

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(2): Land South East of Pont Rhyd-y-cyff & COM1(3): Land South of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

Protected Environmental / Ecological Species and Designations

I&G Ecology attended the site to undertake a phase 1 habitat survey. The combination of desk and field surveys undertaken at the site identified that the majority of the area within the planning site boundary has high ecological value. The majority of the site is notified as a SINC, and the size and range of habitats and their linkage to other SINC's and habitats in the borough, provides corridors for dispersal and will support a more diverse range of species, provide nesting opportunities for birds, cover for mammals, reptiles, amphibians and invertebrates and flight lines for bats. No signs of European protected species were observed.

Significant consideration of the SINC has been undertaken by the site promoter. The ecological survey identified:

- Large areas of marshy grassland 'are of moderate quality and the lack of appropriate management is leading to succession to willow and birch scrub';
- Trees and hedgerows that line the to the west and south west possess the greatest value, whereas the intensively managed hedgerow to the north – loss or damage to this habitat would be severe. The east is considered to be of lesser value;
- The broadleaf woodland and stream corridors are of high ecological interest and should be retained for connectivity; and
- Two blocks of poor semi-improved grassland are of low ecological interest.

Recommendations from the ecological appraisal suggest the following:

- In the absence of appropriate management the marshy grassland is declining in quality, and the low grazing pressure is leading to its succession to wet woodland. Loss of the habitat cannot be mitigated for on site. Should the site be developed then it is recommended that the drainage ditches be retained to provide habitat connectivity. Their incorporation into an appropriate SuDS scheme for the site, together with ponded areas would provide partial mitigation;
- The western hedgerow and trees should be retained in their entirety with an appropriate offset from the development boundary. Protection of trees and hedgerows through the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered;
- The broadleaf woodland and streamside corridors should be retained in their entirety, with an appropriate offset from any development boundaries to protect both the root zones and any polluting run-off from the development during both the construction and occupation phases; and
- Bat and dormouse boxes should be provided throughout the development.

Whilst there is a local ecological designation present on site in the form of a SINC, the information and detail captured from the survey work has fed into the development of the masterplan from the outset to create a scheme that minimises adverse environmental impacts on habitats and species. The supporting masterplan illustrate how the scheme will carefully conserve areas of higher biodiversity value, with development restricted to areas of lower biodiversity value in addition to a number of enhancements provided on site. As such, the adoption of a green infrastructure-led approach will be key to the development of

the sites to integrate successfully with the existing environment whilst seeking to promote ecological resilience and achieve biodiversity net benefit.

Utilities

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

There is a 150mm foul sewer, 225mm foul sewer, 225mm combined sewer and 375mm storm overflow traversing site.

Electricity Provision

No electrical provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

Glamorgan Gwent Archaeological Trust's (GGAT) Historic Environment Record identifies an early 19th railway; Listed Building adjacent. Whilst this would not preclude development, the future planning application may need to provide mitigation measures.

An Archaeology and Heritage Assessment has been undertaken by EDP. The principal and over-riding conclusion of this report is that there are no archaeological or heritage reasons why this site area should not be allocated for residential development. The site does not contain any designated historic assets and so hence its development is not constrained in that respect. Together, a desk study and site visit have shown that only one designated historic asset might be 'indirectly' affected by the development of the site in terms of the contribution its setting makes to its significance.

This is the Grade II listed T'yn-y-Waun farmhouse which is located just to the west of the site's western boundary. It is concluded that this 17th/18th century farmhouse derives no more than a small amount of its significance from its relationship with the site and that, as a result, development of the site would have no more than a small impact on that significance. This evaluation will need to take place at the planning application stage and for the time being this impact does not preclude development at the site or necessarily limit its capacity in that respect (i.e., in terms of extent, layout, location of open space and the reinforcement of the trees and scrub along the western boundary with new landscape planting).

The remainder of the designated historic assets within the surroundings of the site would not be adversely affected by its residential development. The site contains two GGAT HER entries [06517m, 07947m], both of which relate to the same curving alignment of former railway line in the east of the site and still preserved as a substantial earthwork.

There is no suggestion that the presence of the former railway line, which is quite difficult to discern at the north-east end adjacent to the road, but then becomes more obvious as a cutting proceeding to the south-west; would either preclude or constraint the residential development of the site and instead it is considered more reasonable to conclude that an appropriately sensitive and responsive development could in fact enhance the condition of the former railway through improved management.

There is no reason to believe or expect that known or unknown archaeology represents a constraint to either the deliverability or capacity of the site to accommodate residential development.

Contamination/Remediation

The site is a greenfield site and as such, is not considered to be at risk of land contamination. The site has been only previously used for agricultural purposes which is not considered to cause ground contamination.

Therefore, the site is not considered to be contaminated, although a definitive assessment will follow in the subsequent planning application.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(5): Ewenny Road, Maesteg, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(5): Ewenny Road, Maesteg, Maesteg and the Llynfi Valley Regeneration Growth Area	7.7 ha	Housing Allocation	205 residential units 31 Affordable units	2018-2022: 0 units 2023-2027: 100 units 2028-2033: 105 units

Site Description

The site (7.7ha) is a long-term brownfield regeneration site, which has a long history of industrial use. The last factory that occupied the site was Cooper Standard and Budelpack COSi closing in 2007. The site has remained vacant ever since. The standing buildings associated with the previous use have since been demolished leaving the former factory hardstanding bases and a surface car park. The site is located within close proximity to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

There are a number of existing and proposed active routes surrounding the site boundary and surrounding areas. The masterplan for the site takes these routes into account and

proposes a new active travel route running parallel to Oakwood Drive. The masterplan also illustrates additional off-site improvements to the existing footpath network connecting to Ewenny Road and Oakwood Estate.

The site promoter will be seeking to connect to proposed and existing active travel routes to encourage active modes of travel amongst existing and future highway network users. This is evident in the submitted masterplan and must be addressed as part of the future planning application. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-9.

Transport Interchange

The site will deliver a transport interchange and parking area related to the Ewenny Railway Station. This is a key component of the Metro's enhanced services on the Valley Lines via the Maesteg branch and is essential to strengthen public transport connections to and from Maesteg.

New Access Roads

There are two points of vehicular access onto Oakwood Drive proposed in the form of simple priority junctions. The southern junction provides access to the main residential element of the development, while the proposed northern junction provides access to the employment and retail elements of the development as well as the related element of residential land use.

Transport Assessment

A supporting Transport Assessment accompanies existing planning application P/13/808/OUT. Asbri Transport completed a comprehensive Transport Assessment (TA) in 2013 for a mixed-used development at the same site albeit a different mix and quantum of development – 138 dwellings, public house, restaurants, retail and employment uses. On 26th June 2014, the Development Control Committee resolved to approve the development on the site. A Highway Technical Note has since been prepared to demonstrate that the current revised proposals have an impact commensurate with that assessed in the 2013 Transport Assessment, using the TRICS trip generation database to establish a range of surveys that would be representative of the new proposals. For the whole development, the site is likely to generate up to 333 two-way vehicles movements during the AM peak period and 304 two-way vehicle movements during the PM peak period. This forecast trip generation is slightly lower than the 2013 forecasts for the AM peak (352 trips) and significantly lower than the PM peak forecast (531 trips). It should be noted that with the input of a well-developed Travel Plan, active travel and public transport movements could be higher, reducing single occupancy vehicle trips on the highway network.

Flood Risk

The proposed development at Ewenny Road is considered to have a low risk of flooding from most sources, excepting fluvial sources, with the existing site at risk from the design flood event. Ground remediation works required at the site will result in levels being raised at both the Northern Parcel (transport interchange proposal) and Southern Parcel (residential and commercial proposal). The FCA undertaken by WSP demonstrates that these remediated levels can have a net overall benefit to flood consequences in Maesteg and that the level of risk and consequences are acceptable when assessed against the requirements of TAN15 (existing and proposed). The proposed scheme also includes a conveyance channel to draw floodwaters off Oakwood Drive in extreme events to an area of public open space, where the flood waters will be attenuated.

Less vulnerable development at the Northern Parcel (transport interchange) is proposed within DAM Zone C2 or Zone 3 (FMfP), although this is considered justified due to the nature and importance of the proposal. The highly vulnerable residential proposals at the Southern Parcel have been purposely focussed on the southeastern side of the site. This is currently DAM Zone C2 (or Zone 2 on the FMfP), although following the remediation works, the site will be equivalent to DAM Zone A.

It is considered that a feasible solution is wholly implementable to enable the site to come forward in accordance with both the existing and proposed TAN 15.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development.

Protected Environmental / Ecological Species and Designations

The site is accompanied by a Preliminary Ecological Appraisal and Reptile Survey prepared by Tetra Tech. All habitats on site are secondary and associated with the former industrial use of the site and its demolition. The most diverse habitat is the large extent of scrub which varies in structure and composition across the site. There are no natural habitats present on site. In terms of protected & notable species, the site is relatively isolated in an urban setting with the only connecting habitat being the Llynfi river running to the east. Due to the location and nature of the site, there are limited opportunities for protected species, except potential for reptiles, common species of nesting birds and foraging and commuting bats. A number of enhancement measures are recommended and have been factored into the master planning of the site, including the enhancement of existing green infrastructure and connectivity to the wider landscape to maintain flows and mobility of species, most notably the Llynfi river to the east and woodland to the south. The development would also include the installation of bird and bat boxes on retained trees and/or incorporated into the new buildings. As such, there are no ecological matters which would prevent the site being developed in line with the proposed masterplan and recommendations.

Utilities

In terms of water supply, Welsh Water indicate that a hydraulic modelling assessment is required due to the size of the development. In relation to sewerage provision, Welsh Water indicate that there are no perceived issues. An existing 225mm combined sewer and 600m combined sewer transverse the site. Foul drainage will be treated at its Maesteg Wastewater Treatment Works (WWTW).

With regards to electrical services, there is an existing electric main located within the southwest section of the site. A plan showing New Service Connections indicates that the site will contain two 11kV main sub-stations in the north and south of the site. National Grid indicate that specific development proposals within the local planning authority area are unlikely to have a significant direct effect upon National Grid's electricity transmission system

For gas supply provision, Wales & West Utilities indicate the nearest main with sufficient capacity is 10m from the site boundary and is located to the west of the site. This is a 125mm PE Low Pressure Main. The New Service Connections plan indicates the positions of the existing main and existing gas governor.

Welsh Language

The site is not located in a Welsh language sensitive area.

Heritage

The development site is the former site of Maesteg Merthyr (Oakwood) Colliery, Maesteg Isaf Farmhouse and Maesteg Canol farmstead, all of which are of local importance. Glamorgan Gwent Archaeological trust (GGAT) indicate that this will require mitigation, pre-determination archaeological evaluation. As such, an archaeological desk-based assessment has been undertaken by Archaeology Wales which found that there was no trace of any site of archaeological interest existing above-ground. However, the potential for below-ground archaeological remains. As such, it is recommended that a programme of targeted archaeological evaluation is undertaken to assess the archaeological resource and allow a full mitigation strategy for the proposed development to be devised more accurately. However, it is considered that there is no archaeological justification to preclude the proposed development on this site.

Contamination/Remediation

There are significant remediation and infrastructure constraints associated with the site, of which rendered previous proposed schemes unviable from a commercial perspective resulting in those schemes stalling. The required remediation and infrastructure works include diverting an historic mining Adit drain and grouting of mineshafts which reflects the long history of coal mining in the area. The supporting information accompanying the site is supplemented by a remediation plan. This sets out several planned remediation measures across the site which will enable its development. Grant funding (£3.5million) which has been awarded by the Cardiff Capital Region is key in enabling such works to take place.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to COM1(5), Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning obligations. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

Refer to COM1(2) and Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

Employment Allocations

ENT1(1): Brocastle, Waterton, Bridgend, Strategic Employment Site

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(1): Brocastle, Waterton, Bridgend	20.4 ha	Strategic Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 20.4ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha

Site Description

The site is located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the Former Ford Site. There is an opportunity for synergy with re-development of the Former Ford Site and further integration with Parc Afon Ewenni, which is also located within relatively close proximity and represents the County Borough's most significant mixed-use development and brownfield regeneration Opportunity. The site is almost entirely undeveloped, measuring 46 ha in total, although the topography limits the developable area to 20.4ha. The site benefits from existing outline planning permission for the development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. (Ref: P/16/549/OUT).

Key Site Issues and Constraints

Market Commentary

This greenfield site, owned by Welsh Government, is actively being promoted as a scheme for 71,000 sq m of employment space. Pre-commencement works have been undertaken to enable the site to come forward for development early within the plan period, and several rows of future development terraces have been laid out, reflecting the site's topography. The Economic Evidence Base Study (2019) concluded that Brocastle is expected to be the Borough's main inward investment site, supported by the Welsh Government, and it presents a good new employment development opportunity, either as a pre-let, pre-sale or as a speculative development proposition. This site will be attractive to industrial occupiers, due to its proximity to established industrial areas and road access to the motorway. Indeed, it is understood that several informal approaches have already been made and discussions are ongoing.

Highways and Transport

Active Travel

The proposed development at Brocastle will make several positive contributions towards the local pedestrian and cycle network. Within the site the public rights of way are to be retained, although footpath 19 is to be diverted. Its entry to the site from the A48 is repositioned in order for it to be situated in close proximity to the existing bus stop. All footpaths will have designated crossing points where they meet the highway. For pedestrians a 2m width pathway is provided on either side of all internal highways. The development will commit to upgrading the existing bus stops on the A48 adjacent to the site.

New Access Roads

Vehicle access for Brocastle is gained off the A48, approximately 4km from Junction 35 of the M4 motorway. A new road access (roundabout) with realignment of the A48 is now in place.

Transport Assessment

As part of planning application P/16/549/OUT, a submitted transport assessment undertaken by Ove Arup & Partners Ltd looked at the effect that the proposed development at Brocastle will have on the local highway network. This included carrying out capacity assessment at each of the junctions within the assessed network to determine whether the additional traffic generated by the development and other committed developments can be accommodated. The transport assessment concluded that the proposed development at the Brocastle site does not significantly affect the performance of the local highway network.

Flood Risk

A small section to the north of the site along Brocastle Brook is within the floodplain. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

This site is owned by Welsh Government.

Protected Environmental / Ecological Species and Designations

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an ecological assessment of the site. The proposed development has the potential to affect ecological receptors both within the site and around its boundary during construction and operation. To support the application, a range of ecological surveys were undertaken, including habitats, hedgerow and tree surveys. Further species-specific surveys were undertaken for reptiles, birds, dormice, otters, water voles and bats.

A number of hedgerows at the site are classed as 'Important' under the Hedgerow Regulations 1997 in terms of species diversity. The species-specific surveys confirmed that the site is used by a typical assemblage of breeding birds. Field signs of badger were recorded, though no setts were found. No water voles were recorded during surveys. Dormice were recorded, albeit at low levels, with the data suggesting a single dispersing animal. Whilst no bat roosts have been confirmed within the site, field survey results suggest a roost of pipistrelle bats is present nearby, several trees and buildings have potential to support roosts and the site is used by a range of foraging bats. On this basis, it is assumed the site is of local value for bats (with the exception of the lesser horseshoe bats associated with Coedymwstwr Woodlands SSSI, which are by definition part of nationally important site).

Development of the masterplan has aimed to maintain the ecological value of the application site, where possible and to provide enhancement of that value through various measures, including habitat retention, notably hedgerows, wooded areas and stream corridors. New habitats would be created including extensive new hedgerow planting, provision of grassland areas, attenuation ponds and an extensive ecological enhancement zone along Brocastle Brook. Additional native planting would be undertaken throughout the site and invasive alien plants would be eradicated.

Good practice mitigation measures would also be employed during construction to minimise impacts to habitats and species, including pollution prevention control, sensitive lighting design and careful site preparation. In addition, operational phase lighting should be designed to avoid impacts to bats (notably lesser horseshoes) in the vicinity of the ecological enhancement area. This would ensure the dark corridor within the enhancement area is maintained in the operational phase for bat species and other wildlife.

Overall, the proposed development is not predicted to have a significant negative impact on ecology and the mitigation and enhancement measures would provide local benefits for wildlife in the operational phase.

Utilities

Water and Waste Water

Records received from DCWW show no existing infrastructure within the site boundary. DCWW trunk mains exists along the south-western boundary of the site in the form of 90mm and 315mm pipes. The mains divert to supply the Brocastle Manor along the access road from the roundabout which will service the proposed future development.

DCWW confirmed that a water supply can be made available to service the proposed development. DCWW propose that a connection can be made to the site from the 315mm diameter water main in the A48 bypass road location.

Electricity Provision

National Grid and Western Power Distribution (WPD) both have power infrastructure located either near or within the site boundary. National Grid plant records illustrate a high voltage (HV) 11kV overhead cables exist within the site boundary and dissects the north-west corner of the site. National Grid have confirmed that they have no objections to the proposal as the development is located away from the overhead line.

WPD plant records illustrate a high voltage (HV) 11kV overhead cable exists within the site boundary and dissects the southern section of the site. The HV cable enters the site near the derelict Plas Newydd house and exists the site near the Brocastle Manor Care Home. An overhead low voltage (LV) cable spur connects the Oernant/Paddocks properties. LV cables exist adjacent to the site within the A48 and the entrance to the Care home. An LV underground cable connects to the existing Pumping station to the north-west of the site.

WPD has also confirmed that there is sufficient capacity to serve the development at the time of the response. This was based on an estimated load demand which assumed gas heating. WPD would need to divert the existing overhead lines within the site boundary. WPD proposed to supply the development with a new supply (2x 185 EPR 11kV cables) that is connected at the Bridgend Industrial Estate and a location to the west of the former Ford factory. WPD estimate that two substations will be required to service the proposed development. WPD recommends early engagement with Network Rail to minimise potential delays in agreeing the service crossing along the A48.

Gas Supply

Wales & West Utilities (WWU) plant records illustrate that no existing WWU gas infrastructure is located within or adjacent to the site.

WWU has confirmed that there is sufficient capacity to serve the development. WWU confirmed that the nearest main with sufficient capacity is 703m from the boundary. WWU confirmed that the connection is to a 90mm Intermediate Pressure main; located to the northwest of the site.

Telecommunications

British Telecom (BT) plant records show underground network running along the A48 road outside of the southern site boundary. A small spur connects to The Oernant/Paddocks properties from the A48. BT infrastructure runs along the access road into Brocastle Manor.

No abnormal costs are envisaged in providing services to the site. It is likely that the proposed connection location will be provided from either the A48 or the roundabout at the entrance of the proposed site.

Further contact will be necessary with the communication providers with regard to high-speed communication services and to determine more details.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out a cultural heritage assessment of the site, of which found that no designated cultural heritage features lie within the site. However, a number of the hedgerow's quality as 'Important' with regard to the archaeological and historical criteria of the Hedgerow Regulations 1997. The setting assessment of the ES concluded that there would be no change to the setting of historic assets at Corntown, Treoes and Brocastle. Similarly, there would be no change to the setting of Scheduled Monuments at Ewenny Priory and the Corntown Causewayed Enclosure.

Overall, the proposed development would result in a slight adverse effect to the historic landscape through the removal of short sections of the historic hedgerows and demolition of the non-designated and recent buildings within the site. However, retaining the majority of the historic hedgerows within the site would serve to preserve the significance of these features as part of the local grain of the historic landscape. On completion, there would be no direct operational effects to cultural heritage from the proposed development. No mitigation or enhancement measures have been identified for cultural heritage for the operational phase of the development.

Contamination/Remediation

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an investigation into ground conditions at the site. The Brocastle site is directly underlain by limestone bedrock with some superficial deposits present on site extremities such as alluvial clays and silts along Brocastle Brook and its tributaries, and head deposits of stony clay in the south-east corner of the site. The limestones and alluvial deposits comprise permeable layers capable of supporting local water supplies and which may form base flow to rivers. These water resources have been classed by the regulators as Secondary A aquifers, however no private water supplies or water abstraction points are present within the site or its vicinity.

Historically, the site has not been developed or used for other purposes than farms and agricultural land. This land use has resulted in the presence of localised areas of made ground associated with sheds, infilling of ponds or disposal of agricultural waste. These areas may constitute potential sources of contamination, which may pose minor to moderate risks to human health or water environment. These risks would be mitigated by undertaking targeted ground investigations and risk assessments allowing to identify appropriate remedial measures implemented as part of the detailed design, Health and Safety measures and Construction Environmental Management Plan (CEMP).

The site is underlined by limestone and therefore there is a potential for naturally occurring cavities. Development of the site has the potential to focus the release of water to the ground, particularly in areas around surface water and water supply infrastructure. Direct releases into limestone areas may result in a major significance of impact on ground stability. Future

targeted ground investigations at the detailed design stage will enable risks to be assessed and appropriate mitigation measures to be incorporated into the scheme, particularly with respect to site drainage systems and building foundations. Such measures that could be used to mitigate this risks include void grouting or piled foundations sleeved through voids.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(2): Pencoed Technology Park, Strategic Employment Site

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(2): Pencoed Technology Park	5.4 ha	Strategic Employment Site	B1,B2,B8	<p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 5.4ha Long 28/29 – 32/33: 0ha</p>

Site Description

The site straddles the eastern administrative boundary of Bridgend and Rhondda Cynon Taf. The site is located next to Junction 35 of the M4 east of Bridgend, with good proximity to public transport facilities, particularly at Pencoed Railway Station. A total of 5.4ha of employment land currently remain at the Technology Park, representing a highly attractive proposition for development.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) considered this allocation to be the most attractive employment site in the borough, particularly for out of centre office occupiers and technology firms, given the existing neighbouring uses and motorway access. The site will also be attractive to industrial occupiers and research and development firms, due to its

proximity to junction 35 of the M4. The existing building (Pencoed Technology Park) may require subdivision depending on the occupier(s) in the event that the existing configuration is not attractive to a single occupier. The attractiveness of this location to occupiers and developers is further reinforced by the technology park immediately to the south and Bocam Park immediately to the south of the motorway junction. It is expected that this site will enable a further range of technology-based uses to come forward within the plan period.

Highways and Transport

A Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Flood Risk

The site is bounded to the south east by Ewenni Fach, giving rise to potential water quality impacts from development. As such, an assessment of water quality impacts should be undertaken.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Land Ownership

This site is owned by Welsh Government.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

No known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

A Heritage Assessment will be required to be undertaken in order to identify the heritage assets that may be affected by future development.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area	7.7 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 3.85ha Long 28/29 – 32/33: 3.85ha</p>
<p>Site Description Brackla Industrial Estate lies to the north of Bridgend Industrial Estate, east of the town centre. It is a large, established industrial estate, accommodating a number of moderate to large sized industrial units just 1 km south of J36 M4. There are a viable mix of significant units, more modest units and a minor quantum of non-industrial units, such as gym operators. The key operator is Talis Group who manufacture equipment for the water industry. Other occupiers include companies serving the local market, workshop, distribution and a number of metal manufacturing firms.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u> Brackla Industrial Estate is situated within a well-established industrial location. The remaining parcels are actively being marketed, including land at Brackla West and land fronting the Coity Bypass. Ultimately, the remaining undeveloped land is situated on a large, well-established industrial estate, adjoining another well-established estate (Litchard) and located just 1 km south of J36 M4. This is a highly attractive and proven employment location base and further employment development is likely to come forward on a speculative basis over the plan period. The remaining parcels will be attractive to occupiers on a leasehold basis or equally for purchase by owner-occupiers. The estate provides a range of size and quality of units therefore they remain in demand.</p> <p>This estate has excellent access to the M4, and the land which is available for employment is of regular shape, unconstrained and in public ownership. The Economic Evidence Base</p>				

Study (2019) considered this site to represent a good location to accommodate employment floorspace need over the plan period.

Highways and Transport

No known issues/constraints.

Flood Risk

Site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The north eastern parcel is crossed by a 150mm combined sewer for which protection measures will be required in the form of an easement or diversion. Central parcel is crossed by a 150mm combined sewer and 6" foul sewer for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area	9.2 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 2.36ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 2.36ha Medium 23/24 – 27/28: 3.42ha Long 28/29 – 32/33: 3.42ha

Site Description

Bridgend Industrial Estate is located to the south of the town centre with good access to junction 35 of the M4. The estate is the largest industrial estate in the borough and includes a number of medium and small-sized warehouses and workshops as well large key occupiers. Part of the site comprises the former Sony television factory. Larger occupiers on the estate include Reflex (manufacturing) who occupy a 39,000 sq ft unit, Clarke Transport (logistics) who occupy a 37,000 sq ft unit and Trampires (animation) who occupy a 23,700 sq ft unit. The estate has also seen some non-industrial users taking space, especially gym operators. The site has been extensively and successfully developed for a variety of businesses, ranging from small local firms to large multi-nationals. The available land is distributed on a number of plots across the estate.

Key Site Issues and Constraints

Market Commentary

Bridgend Industrial Estate is the borough's largest industrial area, long established with a range of size and type of units. Given the prevalence of existing occupiers, the locality's well-established track record of supporting employment uses and the excellent motorway access, this industrial opportunity remains highly attractive to occupiers. The scale and nature of remaining plots are expected to come forward on a speculative basis over the plan period and will attract occupiers on a leasehold basis or be sold to an owner-occupier. The Economic Evidence Base Study (2019) reaffirmed that the estate remains popular and highlighted that there is evidence of occupiers taking multiple units on the estate.

The estate has a number of relatively small parcels of available land, that are expected to be taken up over the Plan period.

Highways and Transport

The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. A number of these vacant parcels have crossings for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

The site includes the Royal Ordnance Factory Bridgend Dual storey Pillbox Scheduled Monument. As such a Heritage Assessment will be required to be undertaken in order to provide sufficient mitigation.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area	0.1 ha	Employment Site	B1,B2 ,B8	<p><u>Already Delivered</u></p> <p>August 2018: 0.12ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.1ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha</p>

Site Description

This is a smaller, yet viable employment area adjoining Bridgend Industrial Estate and close to Bridgend town centre. A minor area is available for future employment use.

Key Site Issues and Constraints

Market Commentary

This small industrial estate already provides a mix and range of small units. The estate is well occupied and attracts a range of occupiers. The Economic Evidence Base Study (2019) concluded that the units are of good quality and are likely to be attractive to occupiers over the plan period. Whilst this represents a small element of supply, the site is a popular industrial estate providing a range of accommodation sizes and presents a floorspace expansion opportunity, which is expected to come forward over the plan period.

Highways and Transport

Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers will be required.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(6): Crosby Yard, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(6): Crosby Yard, Bridgend	0.8 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha

Sustainable Growth Area				<p>August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.4ha Long 28/29 – 32/33: 0.4ha</p>
<p>Site Description</p> <p>A small industrial area containing small industrial units, but with access constraints common for industrial units located within the built-up urban area. The 0.8 ha of available land is a narrow triangular 'wedge' bounded by railway on two sides, although with dense tree cover.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>This small yet established industrial estate provides a number of smaller units which are attractive to the local market. The Economic Evidence Base Study (2019) concluded that the units are likely to remain in demand for tenants given the site's propensity to meet local need.</p> <p>There continues to be demand for smaller units in this area, there are few alternative options, and the access arrangements are not likely to be an impediment to the remaining employment land being taken up. The remaining land is likely to come forward over the plan period and would deliver a small amount of floorspace. This could represent an opportunity for open storage.</p> <p><u>Highways and Transport</u></p> <p>No known issues/constraints.</p> <p><u>Flood Risk</u></p> <p>The site is within 500m of the Ogmore River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p><u>Land Ownership</u></p> <p>No known issues/constraints.</p> <p><u>Protected Environmental / Ecological Species and Designations</u></p> <p>The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p><u>Utilities</u></p> <p>Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.</p> <p>No additional known issues/constraints.</p>				

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area	2.0 ha	Employment Site	B1,B2, B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 2.0ha
Site Description This industrial estate is part of the extensive south Bridgend industrial area, with the Bridgend industrial estate immediately north and Waterton industrial estate immediately south.				
Key Site Issues and Constraints				
<u>Market Commentary</u>				

Parc Afon Ewenni is part of the wider Waterton Industrial Estate. The estate provides a range and size and has good access to junction 35 of the M4 via the A473. The units are likely to remain in demand given its location and range of units available.

The employment element has not been delivered, but remains a reasonable prospect especially given it would attract public / private funding.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is within 500m of a Main River and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

No known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area	10.0 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 2.96ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 2.96ha Medium 23/24 – 27/28: 3.52ha Long 28/29 – 32/33: 3.52ha
<p>Site Description</p> <p>Waterton Industrial Estate lies to the south of Bridgend Industrial Estate and also benefits from good access to junction 35 of the M4. It is a site of regional importance, part of the wider southern Bridgend industrial area, situated alongside the A473 dual carriageway and the A48. The site primarily comprises larger manufacturing and distribution units. Occupiers include Biomet, manufacturers of medical equipment, John Raymond warehousing and logistics and SAS International who manufacture suspended ceilings. The quality of the environment together with its strategic position and good access have made this estate very attractive to developers and occupiers. Despite the area being predominantly industrial, it also contains the largest number of dedicated office buildings in the Borough. The available employment land is situated immediately to the west of the Former Ford factory.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>Given Waterton Industrial Estate’s existing occupiers and motorway access, the Economic Evidence Base Study (2019) concluded that this site represents an attractive employment opportunity to occupiers. This is clearly evidenced by the presence of large occupiers such as Lidl, which has delivered a relatively new regional distribution centre, and Owens, which has a large distribution unit. Although the units at Waterton are more dated than in other parts of the borough, the site will remain an attractive proposition for the reasons outlined. It is likely that the proposed unit sizes will come forward on a speculative basis to attract occupiers on a leasehold basis or be sold to an owner occupier.</p> <p>The synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent master planning and SPG development to contribute to delivery of the Replacement LDP’s Regeneration and Sustainable Growth Strategy.</p>				

Highways and Transport

The Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

The Ewenny River flows through the site, and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 1650mm combined sewer for which protection measures will be required in the form of an easement width or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	0.0 ha	Employment Site	B1	<p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.03ha</p>

Site Description

This small remaining employment opportunity represents comprises land within a residential housing estate. The employment element will deliver local opportunities, and therefore has significant social value.

Key Site Issues and Constraints

Market Commentary

This minor employment opportunity represents potential for new employment space to help provide new stock in an area where current availability is low. The Economic Evidence Base Study (2019) emphasised the site’s social value and recommended retaining the employment element, which is likely to be delivered through cross-funding from the housing element.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 250mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing,	Uses	Availability
----------------------------	---------------------	---------------------------	------	--------------

Employment , Mixed Use)				
ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	2.6 ha	Employment Site	B1,B2 ,B8	<u>Already Delivered</u> August 2018: 0.34ha August 2019: 0ha August 2020: 0.88ha August 2021: 0.80ha Short 18/19 – 22/23: 2.02ha Medium 23/24 – 27/28: 0.58ha Long 28/29 – 32/33: 0.6ha
<p>Site Description</p> <p>The industrial market in Pyle is focused on Village Farm Industrial Estate, which is located towards the south of Pyle and benefits from access to junction 37 of the M4. The estate is the largest industrial area in Pyle and the third largest in the borough. The estate mainly comprises small sub 5,000 sq ft terraced units. Occupiers on the estate are companies serving the local markets and include Tonic Studios (paper craft) who occupy a 7,200 sq ft unit and One Vision Digital (communications) who occupy a 1,500 sq ft unit. There are a small number of undeveloped plots across the estate.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The Economic Evidence Base Study (2019) recognised that demand for industrial space in Pyle is for units at Village Farm Industrial Estate. This large, established industrial estate provides a range of size and age of buildings and - will remain attractive to occupiers, notably given with its access to Junction 37 of the M4. Demand is likely to stem from companies servicing the local markets who seek good links to the motorway. The remaining land forms part of the integrity of the wider site and the few remaining parcels are likely to come forward over the Plan period.</p> <p><u>Highways and Transport</u></p> <p>The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p><u>Air Quality</u></p> <p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p><u>Flood Risk</u></p> <p>No known issues/constraints.</p> <p><u>Land Ownership</u></p> <p>No known issues/constraints.</p>				

Protected Environmental / Ecological Species and Designations

The site is within 500m of Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC, although separated by built form and transport infrastructure.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer.

No known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly	2.23 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha

Sustainable Growth Area				Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.23ha Long 28/29 – 32/33: 0ha
<p>Site Description</p> <p>Located west of the A4229 within the north west quadrant of M4 J37, and approximately 1 km to the north is Pyle across the junction with the A48. The site is bounded to the west by residential development and is well screened by a dense tree belt from the A4229. The large Village Farm industrial estate is nearby on the northern side of the A48 junction.</p> <p>Planning consent for a ‘hybrid’ scheme was granted in 2014, including full consent for residential use to the south of the site and outline consent for employment use to the north. An access off the main estate road was also required to be provided to enable the employment development to be completed. The residential element of the site was complete by the end of 2016/17 and 2.23ha of employment land remains.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The site materially changed when the residential development was completed by the end of 2016/17 and it now represents a modest, yet accessible employment opportunity. Whilst there is a large employment area close by, which has scope for regeneration and intensification of activity, this site will be attractive for smaller employment occupiers and developers because of its motorway access. It is considered that proactive investment in levelling works (to provide a development plateau), as per the original hybrid planning consent, would enable the site to come forward for the employment use intended. This would properly test the market and progress initial enquiries further than has been possible hitherto. In the context of a fifteen-year plan, only five years has passed since the site materially changed in nature, and two of those years were heavily influenced by the impacts of the global pandemic. As per the findings of the Economic Evidence Base Study (2019) and Update (2021), it is reasonable to give the site more time to come forward as a more modest, yet accessible, serviced employment opportunity. Once the commitment to undertake the enabling works, as required by the Section 106 Agreement, is fulfilled, the site will be properly readied for the market. It is then expected to be in a prime position to come forward for employment uses over the plan period.</p> <p><u>Highways and Transport</u></p> <p>The site is located within 500m of a traffic congestion point (as identified by BCBC Highways). As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p><u>Air Quality</u></p> <p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p>				

Flood Risk

The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing,	Uses	Availability
-----------------------------------	----------------------------	----------------------------------	-------------	---------------------

Employment, Mixed Use)				
ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area	0.6 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.6ha Long 28/29 – 32/33: 0ha
<p>Site Description</p> <p>The site is located within a long-established industrial area, and is currently cleared for development. The site is close to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u> Part of the site is in Council ownership and is expected to come forward as part of a mixed-use development, with small units likely to be popular in this location.</p> <p>This site remains suitable and available for significant mixed-use development and should be the focus for all available cross-subsidy opportunities for Maesteg.</p> <p><u>Highways and Transport</u> The site is located 2km beyond the Strategic Road Network.</p> <p><u>Air Quality</u> An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p><u>Flood Risk</u> Site situated immediately west of Llynfi River and within Flood Zone 2 and 3 (Flood Map for Planning), giving rise to potential impacts on water quality and flooding from construction and operational activities. As such a Flood Consequences Assessment will be required to be undertaken. Furthermore, for proposals discharging into the Llynfi River, an assessment of water quality impacts will also be required to be undertaken.</p> <p><u>Land Ownership</u> No known issues/constraints.</p> <p><u>Protected Environmental / Ecological Species and Designations</u> No known issues/constraints.</p>				

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

Natural Resources Wales indicate that previous use could have caused contamination.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area	1.0 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 1.0ha Long 28/29 – 32/33: 0ha
Site Description				

A largely developed office park in a prominent gateway location at Pencoed, adjacent to M4 J35. The Park has excellent access to the motorway via the A473 dual carriageway. It is located in the south-west quadrant of M4 J35, with the Pencoed Technology Park on the diagonally opposite quadrant to the north. The proximity to the Technology Park provides supply chain opportunities.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) considered the site to be a good quality office park with a flexible size, range of units with competitive rents and excellent link to M4 J35. Given the lack of modern purpose built space in the borough this is likely to remain popular for occupiers. Given the site's location and suitable surrounding uses the site is likely to deliver additional employment uses over the plan period and it should be noted that this is only one of two office park developments in the Borough.

Highways and Transport

No known issues/constraints.

Flood Risk

The Ewenny River flows through the site, and lies within Flood Zone 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 150mm foul sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(14): Brynmenyn Industrial Estate

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(14): Brynmenyn Industrial Estate	2.0 ha	Employment Site	B1,B2 ,B8	<p><u>Already Delivered</u> August 2018: 0.03ha August 2019: 0ha August 2020: 0.58ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.61ha Medium 23/24 – 27/28: 0.7ha Long 28/29 – 32/33: 0.69ha</p>

Site Description

Brynmenyn Industrial Estate is in Abergarw, east of Tondu/north of the M4. The estate has good access to junction 36 of the M4. The estate is the largest industrial area in the Valleys Gateway. The estate comprises a mix of small and medium-sized warehouses and workshops. It adjoins the former Christie's site immediately to the north and is close to the Abergarw industrial estate. The available employment expansion land is greenfield to the southeast.

Key Site Issues and Constraints

Market Commentary

Brynmenyn Industrial Estate is one of the key focusses of the industrial market in the Valleys Gateway. It is an established industrial estate, which provides range of size and quality of units. The estate is well occupied and given its links to the motorway it is likely to remain attractive to occupiers, perhaps most likely to be attractive to a small industrial occupier.

Highways and Transport

Site is located 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The eastern section of the site is crossed by a 525mm combined sewer and a 400mm trunk water main for which protection measures will be required in the form of easements or diversions. The western parcel is crossed by a 450mm combined sewer and a 150mm combined storm overflow for which protection measures will be required in the form of easements or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(15): Land adjacent to Sarn Park Services

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(15): Land adjacent to Sarn Park Services	2.7 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.7ha Long 28/29 – 32/33: 0ha

Site Description

Greenfield site wedged between the M4 and A4063 immediately south of Sarn village and adjoining Sarn Park services at M4 J36.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) concluded that this is an attractive site for logistics/ warehouse occupiers, and represents one of the very few in the Borough that should be retained to allow for market choice. The site's location and configuration make it attractive to B8 occupier, and it is most likely to come forward with a pre-let in place.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is located within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to the public sewer, although some level of offsite sewers and mains will be required. Site is crossed by 1000mm trunk water main and a 600mm trunk water main for which protection measures will be required in the form of easement widths or diversions. The north eastern parcel of the site is within Welsh Water's ownership and contains a water pumping station (WPS). As such, this parcel cannot be developed and the WPS requires consideration in any future development. These elements may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(16): Land west of Maesteg Road, Tondu

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(16): Land west of Maesteg Road, Tondu	0.3 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha

			<p>August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.3ha Long 28/29 – 32/33: 0ha</p>
<p>Site Description</p> <p>The site is located on the western edge of Tondu village 2.5 kms north of M4 J36. The core of site was previously developed land (NCB offices). Access is via the A4063, which to facilitate the full development of the whole site requires upgrade.</p>			
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The site would be suitable for small flexible workspace units and is likely to come forward as a cross funded development with a residential element</p> <p>The scheme currently in planning proposes only a very minor element of employment as part of mixed use proposal (0.25 Ha).</p> <p><u>Highways and Transport</u></p> <p>Site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p><u>Air Quality</u></p> <p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p><u>Flood Risk</u></p> <p>The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p><u>Land Ownership</u></p> <p>No known issues/constraints.</p> <p><u>Protected Environmental / Ecological Species and Designations</u></p> <p>The site includes Ancient Woodland and Important Trees, Hedgerows or TPOs. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p><u>Utilities</u></p> <p>Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.</p>			

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(17): Isfryn Industrial Estate, Blackmill

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(17): Isfryn Industrial Estate, Blackmill	0.4 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.4ha

Site Description

The site is four miles north of M4 J36 and comprises an office building and three large industrial buildings all occupied by Coppice Alupack, a metals manufacturing firm. The existing employment site is fully built-out, with a relatively high floorspace density.

Key Site Issues and Constraints

Market Commentary

The site remains attractive to existing single occupier, Coppice and the Economic Evidence Base Study (2019) recommended that the site should remain within the employment land supply on this basis.

Highways and Transport

The site is located 2km beyond the Strategic Road Network but within 500m of an identified traffic congestion point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

Ogwr Fach bounds the site to the south east and flows through the site, giving rise to potential impacts on water quality from development. As such, an assessment of water quality impacts should be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 6" combined sewer for which protection measures will be required in the form of an easement of diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(18): Abergarw Industrial Estate, Brynmenyn

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(18): Abergarw Industrial Estate, Brynmenyn	1.4 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u> August 2018: 0.88ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.88ha Medium 23/24 – 27/28: 0.52ha Long 28/29 – 32/33: 1.4ha</p>

Site Description

Located east of the A4064 at Abergarw and within 1.5 kms of J36 M4, the site is predominantly flat. Access is from Abergarw Road that also serves Ogmores School (a special needs school), which could give rise to conflict. The parcel of available land is at the eastern end of the estate

Key Site Issues and Constraints

Market Commentary

Established industrial area with a mix of age and size of units. The estate is well occupied and is likely to remain popular given its access to the motorway.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is situated immediately south east of Ogmores River, giving rise to potential impacts on the water environment from construction and operational activities. As such, for proposals

discharging into the Ogmore River, an assessment of water quality impacts should be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

The site is located within 1km of Blackmill Woodlands SAC and SSSI, however development is not considered likely to result in an any adverse impact.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 450mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

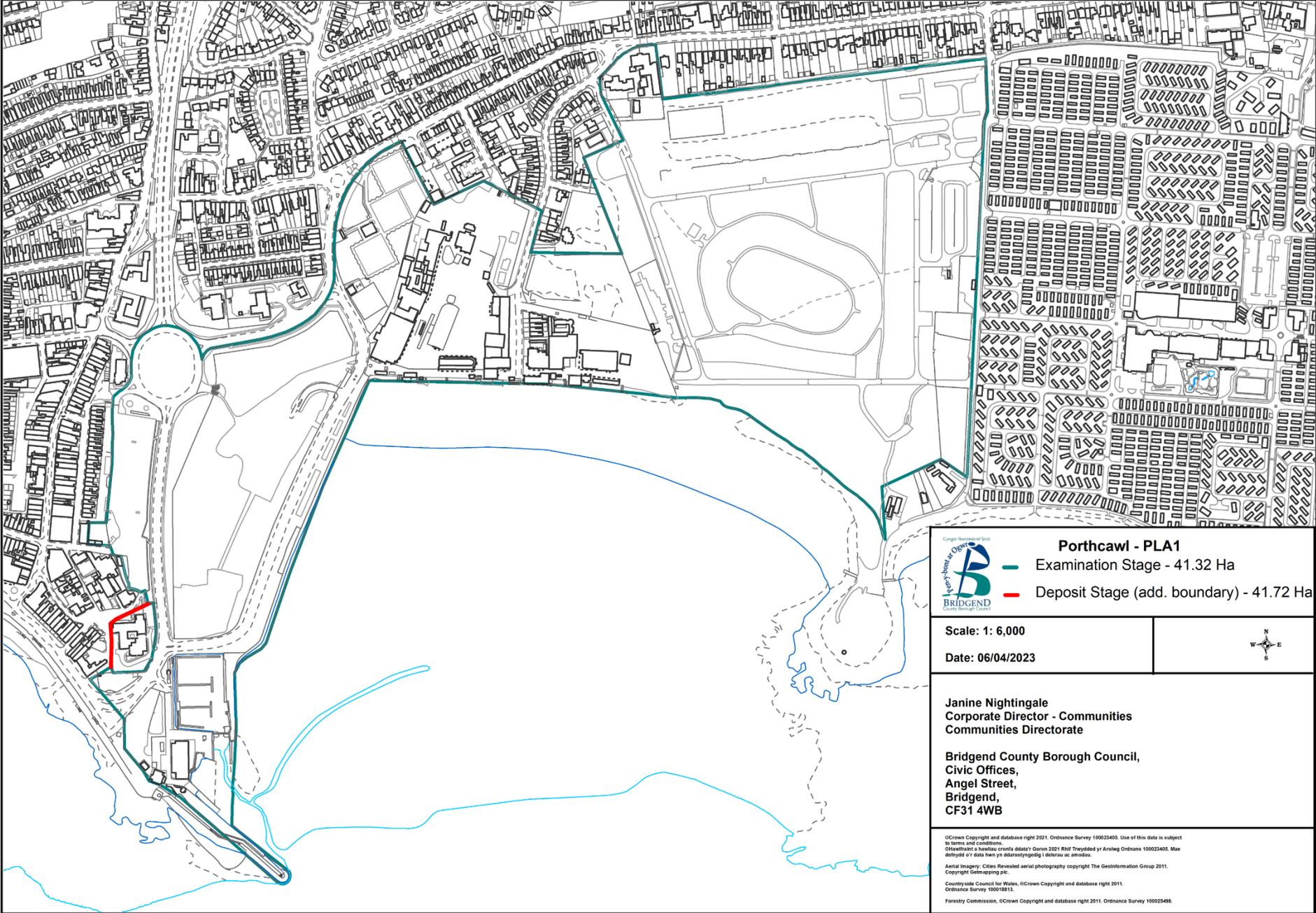
Utilities

To be delivered in accordance with the Infrastructure Development Plan.

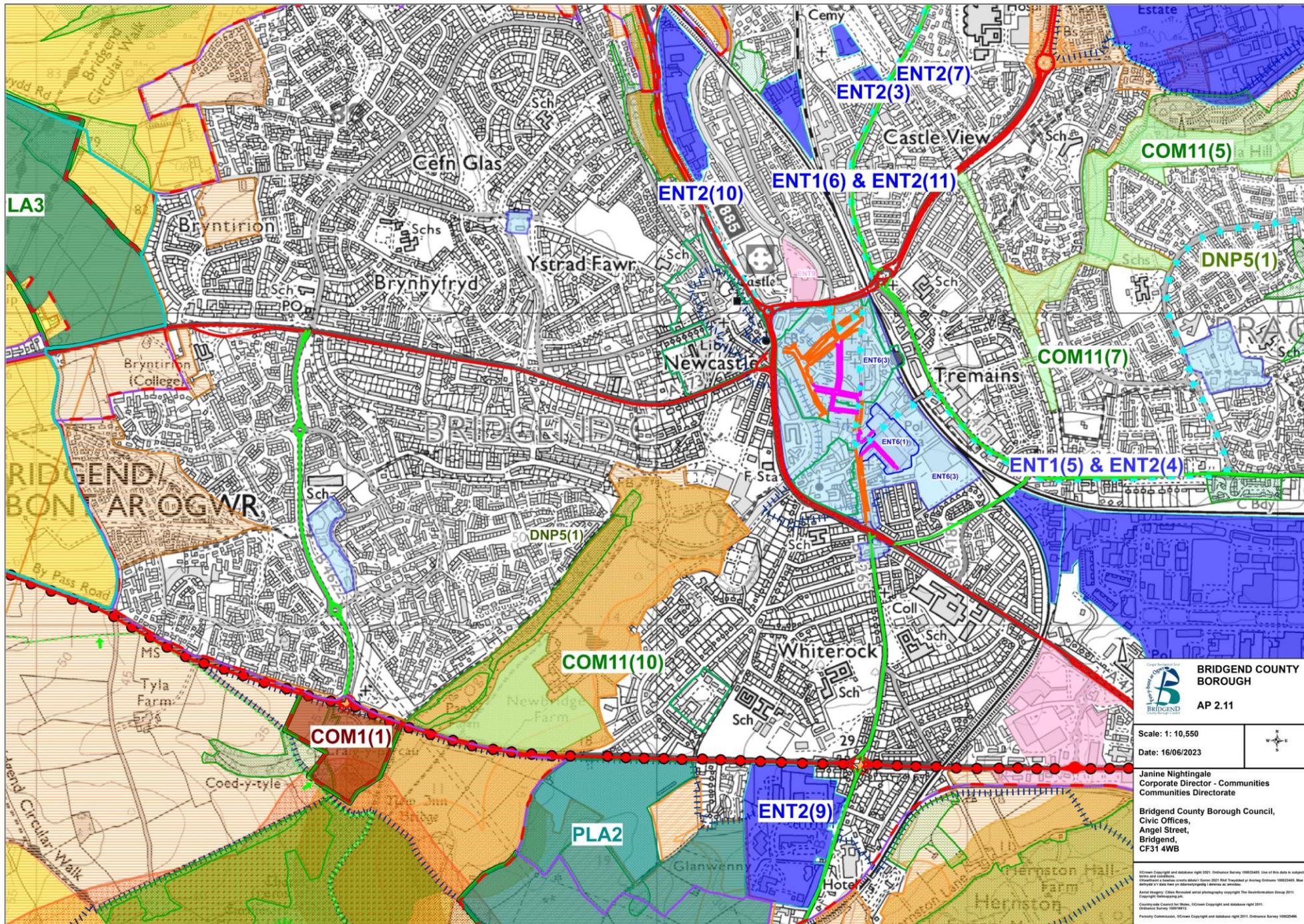
Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

Schedule 1, Appendix 4: Porthcawl Waterfront Boundary Amendment (Map MAC 043)



Schedule 1, Appendix 5: Policy COM 11(7) Land off Waunscil Avenue, Bridgend Proposals Map Amendment (Map MAC 013)



BRIDGEND COUNTY BOROUGH
AP 2.11

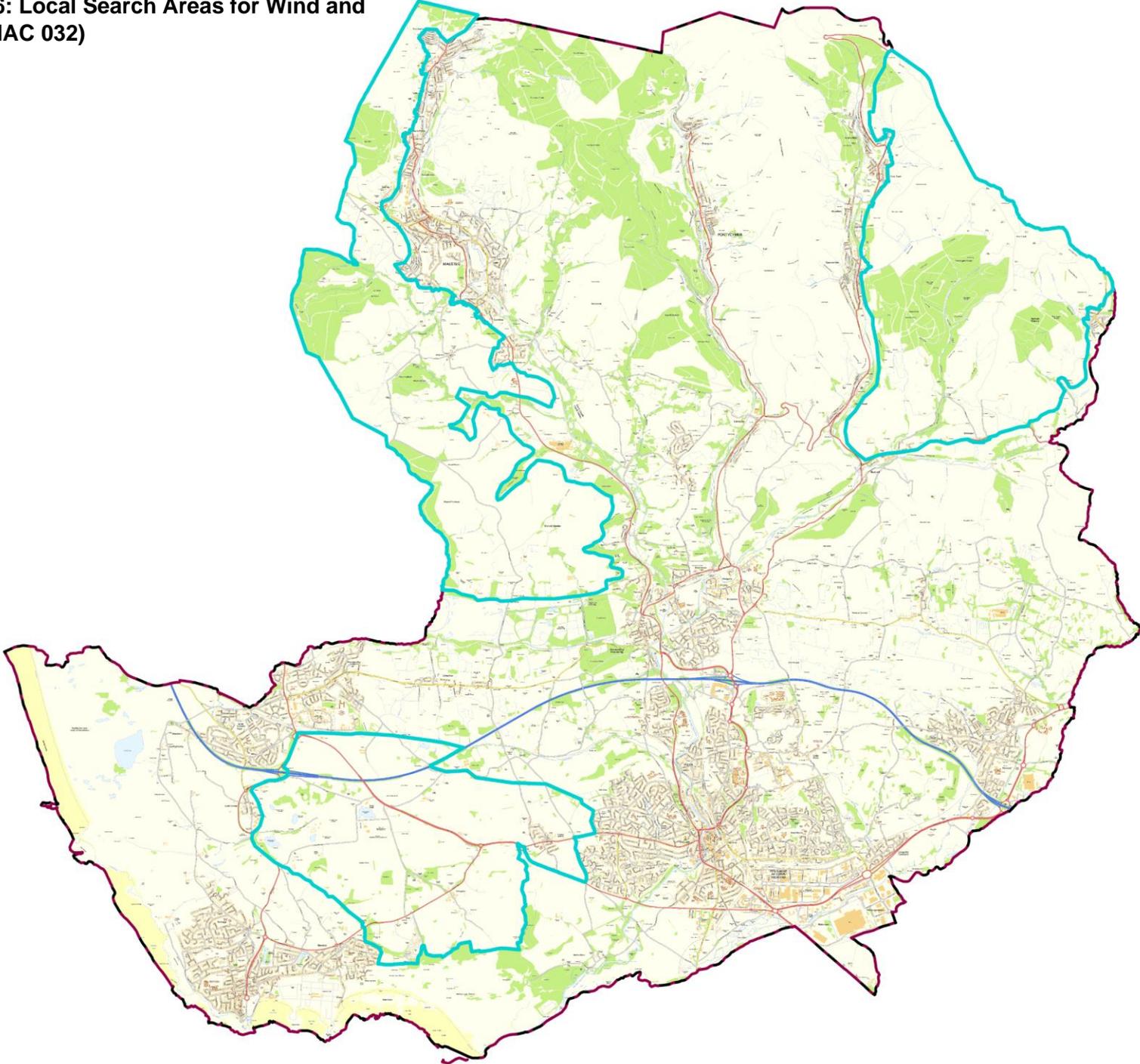
Scale: 1: 10,550
 Date: 16/06/2023

Janine Nightingale
 Corporate Director - Communities
 Communities Directorate

Bridgend County Borough Council,
 Civic Offices,
 Angel Street,
 Bridgend,
 CF31 4WB

© Crown Copyright and database right 2011. Ordnance Survey 100028465. Use of this data is subject to terms and conditions. Ordnance Survey makes no warranty about the accuracy or timeliness of this data. All rights reserved. Ordnance Survey is a registered trademark of Ordnance Survey Limited. All other trademarks are the property of their respective owners. Ordnance Survey is a registered trademark of Ordnance Survey Limited. Ordnance Survey is a registered trademark of Ordnance Survey Limited. Ordnance Survey is a registered trademark of Ordnance Survey Limited. Ordnance Survey is a registered trademark of Ordnance Survey Limited.

Schedule 1, Appendix 6: Local Search Areas for Wind and Solar Inset Map (Map MAC 032)



	BRIDGEND COUNTY BOROUGH
	Local Search Areas
	BCBC Boundary
Scale: 1: 80,000	
Date: 16/06/2023	
Janine Nightingale Corporate Director - Communities Communities Directorate	
Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB	
<small>© Crown Copyright and database right 2021. Ordnance Survey 100023485. Use of this data is subject to terms and conditions. Bridgend County Borough Council. All rights reserved. Ordnance Survey 100023485. Use of this data is subject to terms and conditions. Aerial Imagery: © Crown Copyright and database right 2011. Ordnance Survey 100023485. Countrywide Council for Wales. © Crown Copyright and database right 2011. Ordnance Survey 100023485. Forestry Commission. © Crown Copyright and database right 2011. Ordnance Survey 100023485.</small>	

Schedule 1, Appendix 7: Illustrative Strategic Site Masterplans (MAC 007)

Concept masterplans for each strategic site are provided below for illustration purposes only. The final masterplans will be refined as part of future planning applications in accordance with the respective masterplan development principles detailed in Policies PLA1-5. Further consultation will also be undertaken as part of the Pre-Application Consultation process.

SP2(1) Porthcawl Waterfront



SP2(2) Land South of Bridgend



SP2(3) Land West of Bridgend



SP2(4) Land East of Pencoed



SP2(5) Land East of Pyle



Schedule 1, Appendix 8: Housing Trajectory

Table 1: The Timing and Phasing of Allocations (2018-2033)

Settlement Tier / Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/G	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Bridgend (Sustainable Growth Area)	Land South of Bridgend	847	Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)	-	-	0	0	0	0	0	0	0	40	100	120	120	120	120	120	120	107	0
Bridgend (Sustainable Growth Area)	Land West of Bridgend	850	Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)	-	-	0	0	0	0	0	0	90	90	90	90	90	90	90	90	90	90	40
Bridgend (Sustainable Growth Area)	Parc Afon Ewenni	675	Pre-application: 6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to	14 weeks (per phase)	8 weeks (per application)	-	-	0	0	0	0	0	0	35	80	80	80	80	80	80	80	80	80	0

Settlement Tier / Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
			collate and produce a PAC report per phase)																					
Bridgend (Sustainable Growth Area)	Craig-y-Parcau, Bridgend	110	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase)	10 weeks	8 weeks	-	-	0	0	0	0	0	0	10	50	50	0	0	0	0	0	0	0	0
Porthcawl (Regeneration Growth Area)	Porthcawl Waterfront	1115	Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase)	16 weeks (per phase)	8 weeks (per application)	-	-	0	0	0	0	0	0	60	120	120	120	120	120	120	120	120	120	95

Settlement Tier /Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Pencoed (Sustainable Growth Area)	Land East of Pencoed	770	6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)	-	-	0	0	0	0	0	0	0	70	100	120	120	120	120	120	120	0	0
Pyle, Kenfig Hill and N Cornelly (Sustainable Growth Area)	Land East of Pyle	2000	Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase)	16 weeks (per phase)	8 weeks (per application)	-	-	0	0	0	0	0	0	0	70	141	141	141	141	141	141	141	141	943
Pont Rhyd-y-eyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	Land South West of Pont Rhyd-y-eyff	130	Pre-application: 6 weeks PAC: 6 weeks 4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase)	10 weeks	8 weeks	-	-	0	0	0	0	0	10	45	45	30	0	0	0	0	0	0	0	0

Settlement Tier /Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	Land South East of Pont Rhyd-y-cyff	140	Pre-application: 6 weeks PAC: 42 days (28 days minimum with a period of 14 days to collate and produce a PAC report per phase)	10 weeks	8 weeks	-	-	0	0	0	0	0	10	25	40	40	25	0	0	0	0	0	0	0
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	Land South of Pont Rhyd-y-cyff	102	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase)	10 weeks	8 weeks	-	-	0	0	0	0	0	0	0	0	0	45	45	12	0	0	0	0	0

Table 2: The Timing and Phasing of Sites with Planning Permission (2018-2033)

Settlement Tier / Growth Area	Site Name	Total Site Capacity	Phasing of Development (2018-33)																	Units phased beyond the plan-period
			Completions	U/C	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	
Valleys Gateway (Main Settlement)	LAND OFF MAESTEG ROAD, TONDU	405	0	0	-	-	-	10	60	60	60	60	60	60	35	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	PARC DERWEN, BRIDGEND	1577	1455	10	157	94	19	54	68	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	LAND AT LLANGEWYDD ROAD, CEFN GLAS, BRIDGEND	194	109	14	1	61	47	44	41	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	YSGOL BRYN CASTELL (PHASE 2), BRIDGEND	127	0	0	-	-	-	20	60	47	-	-	-	-	-	-	-	-	-	-
Porthcawl (Main Settlement, Regeneration Growth Area)	THE REST CONVALESCENT HOME, PORTHCRAWL	69	34	35	-	24	10	35	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	SUNNYSIDE ROAD (LAND OFF), BRIDGEND	59	0	19	-	-	-	-	59	-	-	-	-	-	-	-	-	-	-	-
Pen-y-fai (Local Settlement)	ALL SAINTS WAY (LAND SOUTH OF), PENYFAI	20	7	10	-	-	7	13	-	-	-	-	-	-	-	-	-	-	-	-
Porthcawl (Main Settlement, Regeneration Growth Area)	MEADOW LANE (LAND AT), PORTHCRAWL	24	0	24	-	-	-	24	-	-	-	-	-	-	-	-	-	-	-	-
Porthcawl (Main Settlement, Regeneration Growth Area)	RONNIES COMMERCIAL, CLOS YR ORSAF, PORTHCRAWL	10	0	10	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-
Cefn-Cribwr (Local Settlement)	BEDFORD ROAD, CEFN CRIBBWR	10	0	0	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-

Settlement Tier / Growth Area	Site Name	Total Site Capacity	Phasing of Development (2018-33)																	
			Completions	U/C	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	Units phased beyond the plan-period
Bettws (Local Settlement)	HEOL DEWI SANT (REAR OF), BETTWS	23	22	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Pencoed (Main Settlement, Sustainable Growth Area)	LAND SOUTH OF HENDRE ROAD, PENCOED	205	204	1	2	2	1	1	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	COWBRIDGE ROAD (REAR OF), BRIDGEND	10	0	10	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	PARK STREET, COED-PARC, BRIDGEND	15	3	3	-	-	3	12	-	-	-	-	-	-	-	-	-	-	-	-
Porthcawl (Main Settlement, Regeneration Growth Area)	FORMER ST. JOHN'S SCHOOL, NETWON, PORTHCAWL	56	0	0	-	-	-	10	46	-	-	-	-	-	-	-	-	-	-	-
Valleys Gateway (Main Settlement)	PARC-TYN-Y-COED, BRYNCETHIN	273	264	4	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-
Porthcawl (Main Settlement, Regeneration Growth Area)	ST CLARES CONVENT, CLEVIS HILL, PORTHCAWL	11	0	0	-	-	-	5	6	-	-	-	-	-	-	-	-	-	-	-
Porthcawl (Main Settlement, Regeneration Growth Area)	47-49 WOODLAND AVENUE (Land Between), PORTHCAWL	10	0	0	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	WATERTON MANOR & LANE (LAND AT) WATERTON, BRIDGEND	39	0	0	-	-	-	-	26	13	-	-	-	-	-	-	-	-	-	-
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	LAND AT CROFT GOCH ROAD, KENFIG HILL	21	-	-	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	-

Settlement Tier / Growth Area	Site Name	Total Site Capacity	Phasing of Development (2018-33)																	
			Completions	U/C	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	Units phased beyond the plan-period
Pencoed (Main Settlement, Sustainable Growth Area)	FORMER PENCOED RAOB SOCIAL CLUB HEOLY GROES, PENCOED	24	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	NORTH EAST BRACKLA REGENERATION AREA, BRIDGEND	558	558	-	147	178	112	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	JUBILEE CRESCENT, BRIDGEND	48	48	-	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	PARC FARM, NORTH EAST OF PARC DERWEN, BRIDGEND	24	24	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Laleston (Local Settlement)	OYSTERCATCHER PH, CAR PARK AND LAND BEHIND, HIGH STREET, LALESTON	10	10	-	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	COURT ROAD 11, GAYLARD BUILDINGS, BRIDGEND	17	17	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgend (Primary Key Settlement, Sustainable Growth Area)	FORMER OCLP CLUBHOUSE, ELM CRESCENT, BRIDGEND	18	18	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Valleys Gateway (Main Settlement)	OGMORE COMPREHENSIVE SCHOOL, BRYNCETHIN	117	117	-	53	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Valleys Gateway (Main Settlement)	FORMER ARCHBISHOP MCGRATH SCHOOL (LAND AT) - SITE A, TONDU	44	44	-	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Settlement Tier / Growth Area	Site Name	Total Site Capacity	Phasing of Development (2018-33)																		
			Completions	U/C	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	Units phased beyond the plan period	
Bridgend (Primary Key Settlement, Sustainable Growth Area)	RHIW / BRACKLA STREET SHOPPING CENTRE, BRIDGEND	38	38	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	BRIDGEND ROAD, FORMER SCHOOL PLAYING FIELD, MAESTEG	37	37	-	-	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bridgend (Primary Key Settlement, Sustainable Growth Area)	BRYN BRAGL, BRACKLA, BRIDGEND	14	14	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pencoed (Main Settlement, Sustainable Growth Area)	PENCOED PRIMARY SCHOOL	40	40	-	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	
Heol-y-Cyw (Local Settlement)	HEOLY CYW PRIMARY SCHOOL	13	13	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	AELY BRYN 65-66 (LAND TO REAR OF), NORTH CORNELLY	23	23	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	
Valleys Gateway (Main Settlement)	LAND AT ABERGARW FARM, BRYNMENYN	26	26	0	9	9	6	-	-	-	-	-	-	-	-	-	-	-	-	-	
SMAL SITES					58	54	50	-	-	-	-	-	-	-	-	-	-	-	-	-	
* Grey boxes represent completed sites / years					Total Completions:		579	477	346	278	390	141	60	60	60	60	35	0	0	0	0

Table 3: Anticipated Annual Build Rate Calculation

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
A Year	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
B Remaining Years	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
C Total Housing Provision	9207	9207	9207	9207	9207	9207	9207	9207	9207	9207	9207	9207	9207	9207	9207
D Total LDP Housing Requirement	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575
E Actual completions on large sites during year	521	423	296												
F Actual completions small sites during year	58	54	50												
G Anticipated completions on allocated sites during year	0	0	0	0	0	20	265	605	751	741	716	683	671	671	538
H Anticipated land bank completions during year	0	0	0	278	390	141	60	60	60	60	35	0	0	0	0
I Anticipated completions large windfall during year	0	0	0	0	0	44	44	44	44	44	44	44	44	44	44
J Anticipated completion small windfall during year	0	0	0	0	0	62	62	62	62	62	62	62	62	62	62
K Total completions	579	477	346	278	390	267	431	771	917	907	857	789	777	777	644
L Anticipated Annual Build Rate—Total anticipated annual completions (G+H+I+J) adjusted with x% adjustment factor to future completions. The adjustment factor is not applied to any actual completions recorded in row E & F.				220	308	211	341	610	725	717	678	624	615	615	509
M Total projected cumulative completions	579	1056	1402	1622	1930	2141	2482	3092	3817	4535	5213	5837	6451	7066	7575
N Remaining housing completions (housing requirement minus projected completions by year)	6996	6519	6173	5953	5645	5434	5093	4483	3758	3040	2362	1738	1124	509	0

Figures may not sum to exact total due to rounding

Figure 1: Housing Development Trajectory 2018-2033

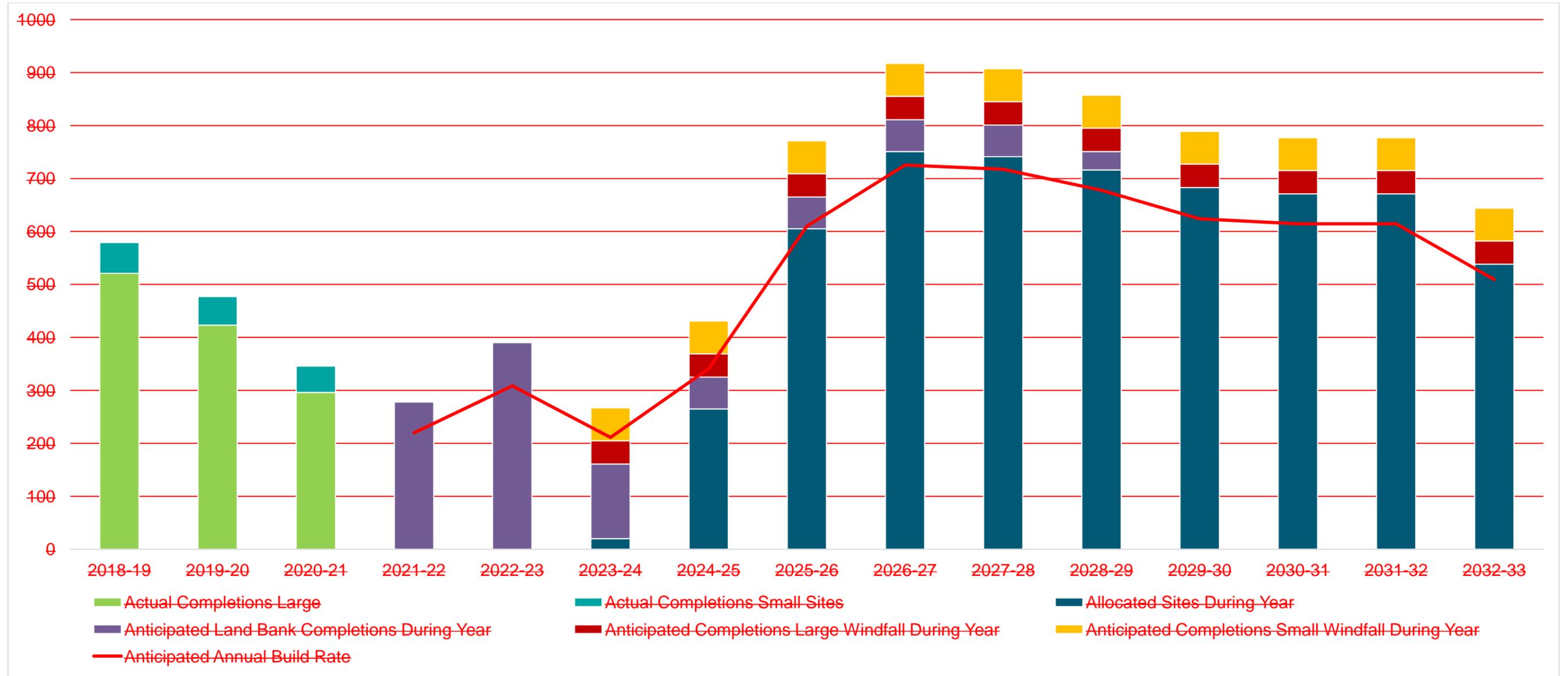


Table 1: The Timing and Phasing of Allocations (2018-2033)

Settlement Tier / Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Bridgend (Sustainable Growth Area)	Land South of Bridgend	788	Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	68	120	120	120	120	120	120	120	0
Bridgend (Sustainable Growth Area)	Land West of Bridgend	850	Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	30	100	100	100	100	100	100	100	100	100	20
Bridgend (Sustainable Growth Area)	Craig y Parcau, Bridgend	108	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a	10 weeks	8 weeks			0	0	0	0	0	0	0	10	50	48	0	0	0	0	0	0	0

Settlement Tier / Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
			PAC report per phase)																					
Porthcawl (Regeneration Growth Area)	Porthcawl Waterfront	1100	Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase)	16 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	60	120	120	120	120	120	120	120	320
Pencoed (Sustainable Growth Area)	Land East of Pencoed	804	6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	84	120	120	120	120	120	120	120	0

Settlement Tier / Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Pyle, Kenfig Hill and N Cornelly (Sustainable Growth Area)	Land East of Pyle	2003	Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase)	16 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	70	150	150	150	150	150	150	150	1033
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	Land South West of Pont Rhyd-y-cyff	130	Pre-application: 6 weeks PAC: 6 weeks 4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase)	10 weeks	8 weeks			0	0	0	0	0	0	10	45	45	30	0	0	0	0	0	0	0
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	Land South East of Pont Rhyd-y-cyff	140	Pre-application: 6 weeks PAC: 42 days (28 days minimum with a period of 14 days to collate and produce a PAC report per phase)	10 weeks	8 weeks			0	0	0	0	0	0	10	25	40	40	25	0	0	0	0	0	0

Settlement Tier / Growth Zone	Allocated Site Name	Total Site Capacity	Time lag to construction start in months			Phasing of Development (2018-33)																		
			Time period for pre-application discussions/ PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	Land South of Pont Rhyd-y-cyff	102	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase)	10 weeks	8 weeks			0	0	0	0	0	0	0	15	25	25	37	0	0	0	0	0	0
Maesteg and the Llynfi Valley Regeneration Growth Area	Former Cooper Standard Site, Ewenny Road, Maesteg	205	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report)	10 weeks	8 weeks			0	0	0	0	0	0	20	40	40	40	40	25	0	0	0	0	0

Table 2: The Timing and Phasing of Sites with Planning Permission (2018-2033)

Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																	
				Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period
Valleys Gateway (Main Settlement)	P/19/915/RES	LAND OFF MAESTEG ROAD, TONDU	405	20	8					20	60	60	60	60	60	60	25				
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/1006/FUL	YSGOL BRYN CASTELL (PHASE 2), BRIDGEND	127	70	24				13	57	57										
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/983/FUL	SUNNYSIDE ROAD (LAND OFF), BRIDGEND	59	0	19					0	59										
Bettws (Local Settlement)	P/19/147/FUL	HEOL DEWI SANT (REAR OF), BETTWS	23	22	1					0	1										
Pencoed (Main Settlement, Sustainable Growth Area)	P/09/435/OUT	LAND SOUTH OF HENDRE ROAD, PENCOED	205	204	0	2	2	1		0	1										
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/15/693/FUL	69-73 COWBRIDGE ROAD (REAR OF), BRIDGEND	10	0	0					0	5	5									
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/610/FUL	PARK STREET, COED PARC, BRIDGEND	15	4	2			3	1	0	6	5									
Porthcawl (Main Settlement, Regeneration Growth Area)	P/20/263/FUL	FORMER ST. JOHN'S SCHOOL, NETWON, PORTHCAWL	57	24	24					24	33										
Valleys Gateway (Main Settlement)	P/19/182/RES (Phase 2)	PARC TYN Y COED, BRYNCETHIN	273	265	3					1	8										
Porthcawl (Main Settlement, Regeneration Growth Area)	P/19/352/RES P/21/60/FUL P/21/273/FUL	ST CLARES CONVENT, CLEVIS HILL, PORTHCAWL	11	0	7					3	8										

Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																	
				Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/14/185/FUL P/20/638/NMA	WATERTON MANOR & LANE (LAND AT) WATERTON, BRIDGEND	39	26	0					26	13										
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	P/18/829/FUL	LAND AT CROFT GOCH ROAD, KENFIG HILL	21	0	0					0	0	21									
Pencoed (Main Settlement, Sustainable Growth Area)	P/20/214/FUL	FORMER PENCOED RAOB SOCIAL CLUB HEOL Y GROES, PENCOED	24	0	24					0	24										
Pencoed (Main Settlement, Sustainable Growth Area)	P/20/99/FUL	TRINITY CHAPEL, PENYBONT ROAD, PENCOED	12	0	0					0	12										
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	P/14/390/FUL P/21/547/RLX	LAND AT NANTYFYLLON RFC, BLOSSE STREET, MAESTEG	36	23	4					23	13										
Ogmore Valley (Local Settlement, Regeneration Area)	P/04/252/FUL P/21/831/NMA P/22/65/FUL	CWRT TY MAWR, NORTH ROAD, OGMORE VALE	13	12	1					6	1										
Porthcawl (Main Settlement, Regeneration Growth Area)	P/20/415/FUL	FORMER GLAMORGAN HOLIDAY HOME, THE SQUARE	52	0	0					0	52										
Porthcawl (Main Settlement, Regeneration Growth Area)	P/22/115/FUL	OLD STATION YARD FORMER MOT PORTHCAWL	20	0	0					0	20										
Valleys Gateway (Main Settlement)	P/21/1092/FUL	FORMER GLAN YR AFON CARE HOME HEOL YR YSGOL YNYSAWDRE	35	0	0					0	35										
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	P/22/34/FUL	FORMER BLAENLLYNFI INFANT SCHOOL, GROSVENOR TERRACE, MAESTEG	20	0	0					0	0	20									

Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																		
				Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Porthcawl (Main Settlement, Regeneration Growth Area)	P/18/758/FUL	FORMER PORTHCAWL HOTEL, 7-11 JOHN STREET, PORTHCAWL	17	0	0					0	0	17										
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/19/624/FUL P/19/656/RES	PARC DERWEN, BRIDGEND	1577	1506	0	157	94	19	51	71												
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/145/RES	LAND AT LLANGEWYDD ROAD, CEFN GLAS, BRIDGEND	194	194	0	1	61	47	51	34												
Pen-y-fai (Local Settlement)	P/17/1073/FUL	ALL SAINTS WAY (LAND SOUTH OF), PENYFAI	20	20	0			7	10	3												
Cefn Cribwr (Local Settlement)	P/18/286/NMA	BEDFORD ROAD, CEFN CRIBBWR	10	10	0					10												
Porthcawl (Main Settlement, Regeneration Growth Area)	P/16/609/FUL	47 - 49 WOODLAND AVENUE (Land Between), PORTHCAWL	10	10	0					10												
Valleys Gateway (Main Settlement)	P/18/1012/FUL	THE OLD BAKEHOUSE, MAESTEG ROAD, TONDU	10	10	0					10												
Porthcawl (Main Settlement, Regeneration Growth Area)	P/18/920/FUL	RONNIES COMMERCIAL, CLOS YR ORSAF, PORTHCAWL	10	10					10													
Porthcawl (Main Settlement, Regeneration Growth Area)	P/18/908/FUL	MEADOW LANE (LAND AT), PORTHCAWL	24	24					24													
Porthcawl (Main Settlement, Regeneration Growth Area)	P/17/273/RLX, P/19/30/RLX	THE REST CONVALESCENT HOME, PORTHCAWL	69	69			24	10	35													

Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																		
				Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/13/246/OUT, P/14/464/OUT	NORTH EAST BRACKLA REGENERATION AREA, BRIDGEND	558	558		147	178	112														
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/15/379/FUL	JUBILEE CRESCENT, BRIDGEND	48	48		48																
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/985/FUL	PARC FARM, NORTH EAST OF PARC DERWEN, BRIDGEND	24	24		24																
Laleston (Local Settlement)	P/12/476/FUL, P/13/354/FUL, P/13/357/FUL	OYSTERCATCHER PH, CAR PARK AND LAND BEHIND, HIGH STREET, LALESTON	10	10		1	1	1														
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/111/FUL, P/18/64/FUL	COURT ROAD 11, GAYLARD BUILDINGS, BRIDGEND	17	17		17																
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/606/FUL	FORMER OCLP CLUBHOUSE, ELM CRESCENT, BRIDGEND	18	18		18																
Valleys Gateway (Main Settlement)	P/15/62/FUL	OGMORE COMPREHENSIVE SCHOOL, BRYNCETHIN	117	117		53	7															
Valleys Gateway (Main Settlement)	P/16/600/FUL	FORMER ARCHBISHOP MCGRATH SCHOOL (LAND AT) - SITE A, TONDU	44	44		44																
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/15/60/FUL, P/17/433/FUL	RHIW / BRACKLA STREET SHOPPING CENTRE, BRIDGEND	38	38			10															

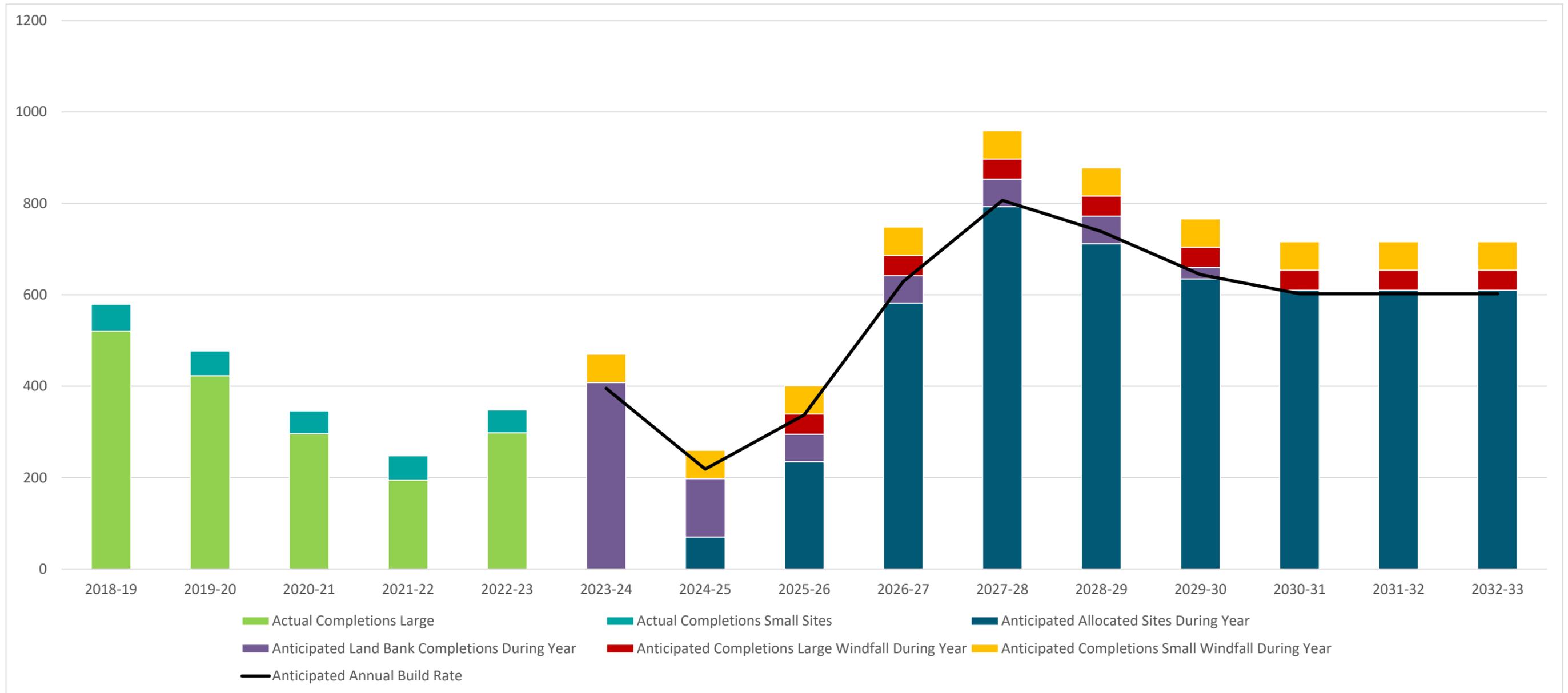
Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																				
				Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period			
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	P/16/607/FUL	BRIDGEND ROAD, FORMER SCHOOL PLAYING FIELD, MAESTEG	37	37			37																	
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/17/393/FUL, P/18/410/FUL	BRYN BRAGL, BRACKLA, BRIDGEND	14	14				14																
Pencoed (Main Settlement, Sustainable Growth Area)	P/18/174/FUL	PENCOED PRIMARY SCHOOL	40	40				40																
Heol-y-Cyw (Local Settlement)	P/18/759/FUL	HEOL Y CYW PRIMARY SCHOOL	13	13				13																
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	P/15/856/FUL	AEL Y BRYN 65 - 66 (LAND TO REAR OF), NORTH CORNELLY	23	23				23																
Valleys Gateway (Main Settlement)	P/14/742/OUT	LAND AT ABERGARW FARM, BRYNMENYN	26	26		9	9	6																
SMAL SITES						58	54	50	53	50														
* Grey boxes represent completed sites / years						Total Completions:			579	477	346	248	348	408	128	60	60	60	60	25	0	0	0	0

Table 3: Anticipated Annual Build Rate Calculation

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
A	Year	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
B	Remaining Years	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
C	Total Housing Provision	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628
D	Total LDP Housing Requirement	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575
E	Actual completions on large sites during year	521	423	296	195	298										
F	Actual completions small sites during year	58	54	50	53	50										
G	Anticipated completions on allocated sites during year	0	0	0	0	0	0	70	235	582	793	712	635	610	610	610
H	Anticipated land bank completions during year	0	0	0	0	0	408	128	60	60	60	60	25	0	0	0
I	Anticipated completions large windfall during year	0	0	0	0	0	0	0	44	44	44	44	44	44	44	44
J	Anticipated completion small windfall during year	0	0	0	0	0	62	62	62	62	62	62	62	62	62	62
K	Total completions	579	477	346	248	348	470	260	401	748	959	878	766	716	716	716
L	Anticipated Annual Build Rate - Total anticipated annual completions (G+H+I+J) adjusted with x% adjustment factor to future completions. The adjustment factor is not applied to any actual completions recorded in row E & F.						395	219	337	629	807	739	644	602	602	602
M	Total projected cumulative completions	579	1056	1402	1650	1998	2393	2612	2949	3579	4385	5124	5768	6370	6973	7575
N	Remaining housing completions (housing requirement minus projected completions by year)	6996	6519	6173	5925	5577	5182	4963	4626	3996	3190	2451	1807	1205	602	0

Figures may not sum to exact total due to rounding

Figure 1: Housing Development Trajectory 2018-2033



Schedule 1, Appendix 9: Table 7 – Summary of Spatial Distribution of Housing

Table 7: Summary of Spatial Distribution of Housing

Housing Requirement (2018-2033): 7,575 Dwellings

Total Housing Provision (2018-2033): 8,628 Dwellings (inclusive of 1,053 dwelling (14%) flexibility allowance)

		Tier 1	Tier 2				Tier 3	
		Bridgend Sustainable Growth Area	Maesteg and the Llynfi Valley Regeneration Growth Area	Porthcawl Regeneration Growth Area	Pencoed Sustainable Growth Area	Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	Valleys Gateway	Local Settlements (Outside of Growth Areas)
A	Total Completions (large and small)	1,005	40	70	47	42	143	55
		1,340	93	201	48	47	176	93
B	Units under construction	56	0	69	4	0	4	11
		45	4	31	24	0	11	2
C	Units with planning permission (large sites)	398	0	77	24	21	410	13
		105	29	99	13	21	417	0
D	New Housing Allocations	2,442	372	1,020	770	1,057	0	0
		1,726	577	780	804	970	0	0
E	Large windfall sites (10+ units)	120	113	17	0	29	49	112
		96	91	14	0	23	39	89
F	Small windfall sites (<10 units)	169	160	24	1	41	69	156
G	Total Housing Provision	4,190	685	1,277	843	1,190	675	347
		3,481	954	1,149	890	1,102	712	340

