

**BRIDGEND**  
**REPLACEMENT LOCAL DEVELOPMENT PLAN (2018-2033)**  
**EXAMINATION**

**Hearing Session 12: Good Design and Sustainable Placemaking – Strategic Allocation at Land East of Pyle**

Action Point	Council response / proposed MAC	Inspector Comments										
<p><b>AP12.1</b> – 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="676 625 1938 1245"> <thead> <tr> <th colspan="2" data-bbox="676 625 1938 709"><b>PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="676 709 1308 747">Site Size:</td> <td data-bbox="1323 709 1938 747">99.86 ha</td> </tr> <tr> <td data-bbox="676 747 1308 816">Allocation Type:</td> <td data-bbox="1323 747 1938 816">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="676 816 1308 1068">Land Uses:</td> <td data-bbox="1323 816 1938 1068"> <ul style="list-style-type: none"> <li>• <del>2,000</del> 2,003 residential units</li> <li>• 15% Affordable Housing (145 during plan period, 155 beyond plan period)</li> <li>• 5.7ha to accommodate 2 x Two Form Entry Primary Schools</li> <li>• <del>8-ha-of</del> Outdoor Recreation Facilities</li> <li>• New Active Travel routes</li> </ul> </td> </tr> <tr> <td data-bbox="676 1068 1308 1245">Phasing Tranche</td> <td data-bbox="1323 1068 1938 1245">           Refer to trajectory            2018-2022: 0            2023-2027: <del>352</del> 220            2028-2022: <del>705</del> 750            After plan period: 1,033         </td> </tr> </tbody> </table> <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 <del>2,000</del> 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><b>MASTERPLAN DEVELOPMENT PRINCIPLES</b></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> <p>a) Create a well-connected sustainable urban extension to Pyle, North Cornelly and Kenfig Hill, comprising a number of character areas that integrate</p>	<b>PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area</b>		Site Size:	99.86 ha	Allocation Type:	Strategic Mixed-use Sustainable Urban Extension	Land Uses:	<ul style="list-style-type: none"> <li>• <del>2,000</del> 2,003 residential units</li> <li>• 15% Affordable Housing (145 during plan period, 155 beyond plan period)</li> <li>• 5.7ha to accommodate 2 x Two Form Entry Primary Schools</li> <li>• <del>8-ha-of</del> Outdoor Recreation Facilities</li> <li>• New Active Travel routes</li> </ul>	Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: <del>352</del> 220 2028-2022: <del>705</del> 750 After plan period: 1,033	<p>Change agreed.</p>
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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;
- 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;
- e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and
- f) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.

#### **DEVELOPMENT REQUIREMENTS**

The development must provide the following:

- 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-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;

- 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) 1.5 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;
- 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;
- 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;
- 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;
- 8) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;
- 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.](#)
- 10) Suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;
- 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;
- 12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;

	<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>	
<p><b>AP12.2</b> – 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>The Council suggest the following amendments to the reasoned justification of Policy PLA5 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 SINCs. 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>	Change agreed.
<p><b>AP12.3</b> - Mr John to keep the Examination updated on the progress of the marketing exercise associated with the SDS.</p>	N/A	

General note on Action Points (APs):

These will normally be agreed in principle by the Inspector and the Council, and any other participant as required, at the end of the relevant hearing session. Where possible the AP will specify an agreed timeframe for completion. If it is not possible to determine the timeframe at the time of discussion, the Council will liaise with the Inspector over this via the Programme Officer. The Inspector will send the suggested form of wording for the APs to the Council via the Programme Officer as soon as practicable after the end of a hearing session. Once the Council is satisfied that the contents are accurate, they will be published to the Examination website as soon as possible in the interests of transparency. The Council will work on the schedule of Matters Arising Changes (MACs) in parallel with the APs and their AP responses, ensuring that MACs are accurately recorded at the earliest possible stage. The Inspector will confirm when she expects to be sent an up-to-date MAC Schedule; this will normally be in advance of the final hearing session.