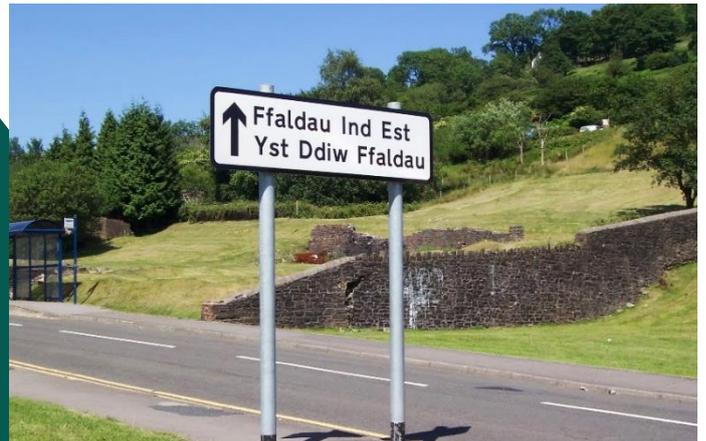




Bridgend Replacement Local Development Plan 2018-2033



Infrastructure Delivery Plan 2022

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1. Introduction

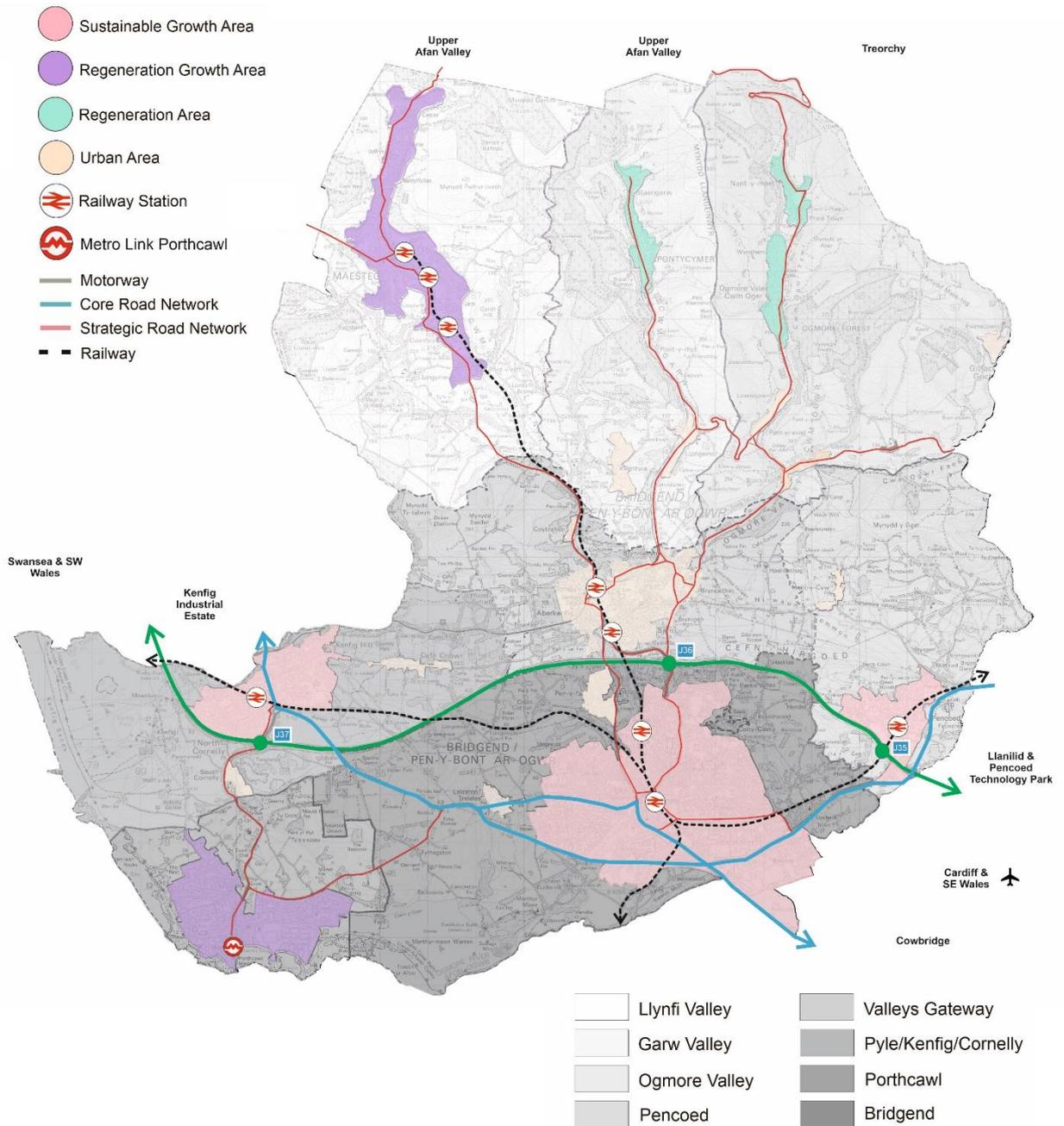
- 1.1 Planning Policy Wales (PPW) states that adequate and efficient infrastructure is crucial for economic, social and environmental sustainability. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.
- 1.2 BCBC has collaborated with key partners and providers to ensure that development identified in the Local Development Plan (LDP) is located so that it can be well served by infrastructure. In the first instance, consideration has been made of capacity and identifying opportunities to maximise the use of existing infrastructure. Where the provision of new infrastructure is required, efforts have focussed on ensuring its delivery is sustainable and can be co-ordinated and timed to support the place making aspirations of the LDP. In all cases, infrastructure choices have and will be informed by the need to support decarbonisation, create socially and economically connected places and ensure the sustainable use of natural resources.
- 1.3 The Infrastructure Delivery Plan (IDP) provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. The schedule is set out at Section 6 of this document. All infrastructure measures identified in the schedule are required in order to either unlock the development or are policy requirements necessary in order to meet fundamental LDP objectives, particularly those relating to sustainability and placemaking.
- 1.4 For the purpose of this study, infrastructure is broken down into two elements: public utility infrastructure provided by statutory bodies, and on/off site policy requirements and mitigation measures required to make development acceptable. Both these elements have been combined to provide an overall assessment of infrastructure necessary for the implementation and delivery of sites and the LDP.
- 1.5 The following broad categories of infrastructure are included in the IDP:
- Transport (walking and cycling, road and rail);
 - Education (nursery, primary, secondary and Post-16);
 - Health (hospitals, health centres, dentists, care of the elderly);
 - Environmental Management (green infrastructure, biodiversity assets, flood risk and surface water management);
 - Utilities (Water and wastewater, gas, electricity and telecommunications); and
 - Community and Cultural Infrastructure
- 1.6 The IDP forms an important part of the LDP evidence base providing a list of infrastructure that BCBC and its partners identified as being required to support the delivery of the LDP. The IDP aims to demonstrate how the LDP can deliver the necessary infrastructure, in the right place, by the right body, at an appropriate time.

2. LDP Growth and Spatial Strategy

- 2.1 The LDP is based on a balanced and sustainable level of economic growth that will facilitate the continued transformation of the County Borough into a network of safe, healthy and inclusive communities that connect more widely with the Cardiff Capital and Swansea Bay Regions. Overall, the proposed growth level would see a population increase of 9.4% to 155,013 by 2033, with a dwelling requirement of 7,575 (505 per annum) and employment growth of up to 7,500 additional jobs (500 per annum) over the plan period. Whilst there is not an abundance of viable, previously developed sites and/or underutilised sites remaining in Bridgend, this level of growth could still be accommodated in a sustainable manner through complementary allocations on the edge of existing settlements. Delivering this level of growth would meet the needs of newly forming households, enabling the attraction and retention of an economically active labour force to counter-balance the naturally ageing population in Bridgend. This growing pool of skilled labour would subsequently render Bridgend County Borough an attractive prospect for employers to move into or expand within. This level of growth would therefore help to achieve a better balance between the location of employment and housing, facilitate delivery of varied job opportunities and provide a level of employment land deemed realistic. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. In addition, this Growth Option would provide significant scope to deliver necessary infrastructure, secure affordable housing and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport.
- 2.2 Progressing along this trajectory would induce similar levels of residential development to those witnessed in recent years, see more established working aged households remaining in the County Borough to support realistic levels of employment growth and provide significant scope to secure complementary infrastructure.
- 2.3 The spatial strategy of the LDP provides a land use framework to help realise the regeneration aspirations and priorities of BCBC, whilst balancing the need to deliver future housing requirements up to 2033. It continues to focus on the delivery of existing brownfield regeneration sites but also seeks to identify viable, deliverable and sustainable sites including some greenfield allocations. Sustainable growth is channelled towards settlements that already benefit from significant services, facilities, employment opportunities and urban capacity plus strategic road and rail links. This will ensure new development can come forward with necessary infrastructure improvements, including transport networks, utilities, green infrastructure, health, education and social facilities.
- 2.4 The Spatial Strategy aims to achieve balanced, sustainable forms of development that meet the LDP Objectives and provide scope to address existing infrastructure capacity issues. Porthcawl, Maesteg and the Llynfi Valley are identified as regeneration priorities through their designation as Regeneration Growth Areas, accompanied by more community-based Regeneration Areas within the Ogmore and Garw Valleys. Elsewhere, regeneration opportunities are more limited, so in order to maintain a deliverable housing land supply the Strategy also identifies viable, deliverable and

sustainable sites on the edge of existing settlements. Accompanying growth will be channelled in this manner towards Bridgend, Pencoed and Pyle, Kenfig Hill and North Cornelly. This approach reflects the classification of these settlements within the Settlement Hierarchy, coupled with their high need for Affordable Housing, broad viability and capacity to accommodate growth in a sustainable manner. Designation of these settlements as Sustainable Growth Areas also provides a means of supporting existing services and facilities, enabling delivery of associated infrastructure and capitalising upon their location on the strategic road and rail network.

Strategic Diagram



3. Approach

3.1 Engagement with Stakeholders

3.2 Throughout the LDP process discussions, workshops and meetings have taken place with a variety of infrastructure providers, agencies and other key stakeholders, both within the Council and external organisations, in order to ensure a comprehensive understanding of what is needed is shared between all parties. The exchange of information flowing from this collaborative approach has enabled infrastructure providers to think more strategically in terms of future provision and the challenges brought about by significant growth in the long term. It has also enabled identification of requirements needed in the shorter term to safely deliver the level of growth identified in the LDP.

3.3 The Bridgend Public Service Board has acted as a platform to meet the 5 Ways of working stipulated by the Well-Being of Future Generations Act (Wales) 2015. This requires consideration of involvement, collaboration, integration, prevention and long-term balancing factors in the decision-making process, all of which have formed an intrinsic part of the LDP's development. The inter-relationship that has developed through the preparation of this IDP has enabled the following:

- Involvement of the specific consultation bodies responsible for the provision of public utility infrastructure as early as possible to help shape future locations for development;
- Understanding of the capacity of the existing infrastructure network;
- Explanation of where improvements to the network are going to be made and the capacity increase they will bring;
- Knowledge of the timing of improvements, linked to a funding programme;
- Identified the interrelationship between capacity increases and future growth; and
- Understanding of the need to fund any shortfall/deficiencies in infrastructure provision in advance of future funding programmes and factor this into the financial viability modelling of development.

3.4 Table 1 below provides a succinct summary of the bodies consulted upon throughout the stages of LDP preparation:

Table 1: Summary of Stakeholders consulted during IDP process

| Infrastructure Theme | Infrastructure Provider | Consultee Status | Consultation Method |
|---|---|------------------|---|
| Transport | | | |
| Active Travel & Walking | Bridgend County Borough Council | Specific | Day-to-day meetings; Exchange of email correspondence; Workshops |
| Highways | Bridgend County Borough Council | Specific | |
| | Welsh Government | Specific | Consulted as per Delivery Agreement |
| Rail | Transport for Wales | Specific | Targeted Emails; specific meetings |
| | Network Rail | Specific | Targeted Emails; specific meetings |
| Education | | | |
| Infant | Bridgend County Borough Council | Specific | Day-to-day meetings; exchange of email correspondence; workshops; attendance at School Modernisation Board meetings |
| Primary | Bridgend County Borough Council | Specific | |
| Secondary & Post-16 | Bridgend County Borough Council | Specific | |
| Health | | | |
| Health | Cwm Taf Morgannwg University Health Board | Specific | Growth Options meeting; targeted email correspondence; |
| | Public Health Wales | Non-statutory | Growth Options meeting; targeted email correspondence |
| Environmental Management | | | |
| Green Infrastructure | Bridgend County Borough Council | Specific | Day-to-day meetings; Exchange of email correspondence; Workshops |
| | NRW | Specific | Email correspondence; specific meetings |
| Biodiversity Assets | Cadw | Specific | Email correspondence |
| | NRW | Specific | Email correspondence |
| | Bridgend County Borough Council | Specific | Day-to-day meetings; Exchange of email correspondence; Workshops |
| Flood Risk and surface water management | NRW | Specific | Email correspondence |
| | Bridgend County Borough Council | Non-statutory | Day-to-day meetings; Exchange of email correspondence; |
| | Welsh Government | | Email correspondence |
| Utilities | | | |
| Sewerage and water infrastructure | Dwr Cymru Welsh Water | Specific | Growth Options meeting; Candidate Site meeting; Email correspondence |
| Communication providers | | Specific | Consultation as per Delivery Agreement |

| | | | |
|---|--|---------------|--|
| (telecommunications and broadband) | | | |
| Electricity and gas undertakers (grid/network capacity) | National Grid Western Power Wales & West Utilities | Specific | Consultation as per Delivery Agreement; Targeted email correspondence |
| Community and Cultural | | | |
| Police | South Wales Police | Non-statutory | Consultation as per Delivery Agreement; PSB workshops |
| Fire | South Wales Fire & Rescue Service | Non-statutory | Consultation as per Delivery Agreement; PSB workshops |
| Ambulance | Welsh Ambulance Service NHS Trust | Non-statutory | Consultation as per Delivery Agreement PSB workshops |
| Other | | | |
| Adjoining LPAs | RCT VOG NPT | Specific | Preferred Strategy Consultee; Attendance at SEWSPG / SEWPOS meetings; Specific meetings |

3.5 In addition to consultation with stakeholders, the IDP is also underpinned by a number of technical evidence base documents (listed below) that together provide a more complete picture of infrastructure provision in the area and requirements needed to ensure that the LDP allocations are sustainably delivered:

- Bridgend Strategic Transport Assessment (2020)
- Strategic Flood Consequences Assessment (2020)
- Green Infrastructure Audit (2020)
- Viability Assessment
- Candidate Site Assessment
- Sustainability Appraisal / Strategic Environment Assessment
- SINC Review
- Renewable Energy Assessment
- Landscape Character Assessment
- Health and Equalities Impact Assessment
- Integrated Network Map
- Local Transport Plan

3.6 In addition to the above, PPW requires that all sites submitted for inclusion in a LDP are supported by a suite of evidenced based technical studies demonstrating their deliverability. Through the Candidate Site consultation and assessment process, BCBC has worked closely with site promoters to ensure all sites considered to be in accordance with the LDP strategy are supported in such a manner. This has required promoters to consult with the stakeholders listed above to shape the proposals for their submissions, and to ensure that the provision of adequate infrastructure has been embedded in the candidate site submission. Examples of where this has been used to inform the development of the IDP include the following:

- **Independent Financial Viability Appraisals (IFVA):** From the outset of the Candidate Site process, the Council has made site promoters aware of the need to provide a viability assessment as part of the evidence-based justification for the allocation of their site. In the case of the larger strategic sites, the Council has advised promoters of the need to engage Andrew Burrows Ltd to provide an independent appraisal of their viability assessment. The Appraisals provide theoretical assumptions on the level of infrastructure required and associated phasing and costings. These have been agreed with site promoters and, where relevant, have been used to inform the Infrastructure Delivery Plan Schedule.
- **Advanced masterplanning / planning applications:** A number of the sites allocated in the LDP are at an advanced stage of masterplanning as part of the Candidate Site process with a view to being the subject of a future planning application. In these instances, information from technical studies submitted as part of the Candidate Site process have been used to inform the Infrastructure Delivery Plan Schedule where appropriate. There are also sites within the existing housing land supply that have planning consent but have yet to be developed. Where these will supply vital infrastructure to support the development consented, they have been added to the IDP schedule. The IDP is a live document which will be updated over the plan period as further detailed information becomes available through the masterplanning and detailed planning application process.

4. Existing Infrastructure Provision and Capacity

4.1 This section provides an overview of existing infrastructure provision in Bridgend County Borough and identifies the capacity issues that have emerged from engagement with key stakeholders discussed in the previous section. Some of the infrastructural issues outlined below are discussed in more detail in specific Background Papers that support the LDP.

4.2 Transport Network

4.2.1 A resilient and effective transport network is key to the achievement of sustainable economic growth and an excellent quality of life. It connects people to employment, health, education and leisure opportunities, and supports the efficient movement of goods and services. The LDP seeks to achieve a shared objective of Planning Policy Wales (Edition 11), which promotes accessibility for all by supporting the transport hierarchy to prioritise active travel, then public transport and finally motor vehicles.

Walking and Cycling

4.2.2 The Active Travel (Wales) Act promotes walking and cycling as an attractive mode of transport for purposeful journeys (i.e. to access work, school or shops and services). It seeks to instil a lasting transformation of how developments are planned to incorporate walking and cycling infrastructure from the outset as well as encouraging long-term behaviour change. The Act requires local authorities to map existing and

proposed active travel routes and related facilities in connection with integrated network maps. It also requires year on year improvements in such routes and facilities to enhance opportunities for pedestrians and cyclists to make more meaningful journeys without relying on the car.

- 4.2.3 Settlements that are well served by active travel routes have significant potential to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel to. Some of the larger settlements within the borough contain several active travel routes, notably Bridgend, Porthcawl and Maesteg, which is perhaps expected given their status as the largest three towns. However, other pivotal settlements also exhibit several routes, including the western settlements of Pyle, Cornelly and Kenfig Hill, along with the Valleys Gateway, Ogmores Vale and Pontycymmer. The majority of other settlements contain at least one active travel route, demonstrating the connectivity of the County Borough as a whole.
- 4.2.4 There are, however, a small number of settlements that do not contain an active travel route per se, including Bettws, Cefn Cribwr, Evanstown, Laleston and Pen-y-Fai. In addition, provision for pedestrians and cyclists on, or in proximity to Junction 36 is notably lacking. The junction acts as a severance for residents of local communities who wish to travel through, or access services located on the junction via active travel modes. Concerns have been raised regarding pedestrian journeys to the Bridgend Designer Outlet Village, as well as to other developments in close proximity to Junction 36, as a number of young employees from the surrounding areas have no safe walking route to access their place of work.
- 4.2.5 From the outset of the Candidate Site Assessment process, all site promoters have been informed of the need to maximise walking and cycling access by prioritising provision within their site and ensuring connectivity to surrounding communities and facilities. This can be achieved through improvements, connections and extensions to routes and proposals identified on the Existing Routes Map and Integrated Network Map, the National Cycle Network, existing Public Rights of Way, existing and proposed Safe Routes to School and routes forming part of the green infrastructure network. The proposals put forward as part of the master planning of proposals have been included within the schedule at Section 6.

Rail

- 4.2.6 Whilst rail infrastructure spend is non-devolved in Wales, and remains the responsibility of the UK Government, the LDP recognises that rail transport can make a significant contribution to modal shift, alone and in combination with other transport modes. Opportunities to increase the provision of new and improve existing interchange facilities will continue to be prioritised in discussions with key stakeholders.
- 4.2.7 There are two principal railway lines providing connections in, out and within the County Borough, the Maesteg to Cardiff line operated by Transport for Wales (TfW) and the South Wales Mainline (London to Swansea) operated by Great Western.

These are served by nine railway stations in the County Borough, six of which have car-based park and ride facilities. Whilst the park-and-ride car park at Bridgend railway station is not within local authority control, the council-owned park-and-ride sites at Maesteg, Tondu, Sarn, Pencoed and Pyle railway stations are all equipped with CCTV cameras. However, of the nine stations, only Bridgend station is manned and there are no CCTV monitoring cameras on the railway network itself. Although the railway network is felt to be secure, a lot can be done to improve security in order to instil confidence among the vulnerable and reduce the perception of crime.

Maesteg to Cardiff Line

- 4.2.8 The Maesteg to Cardiff line is a single-track line with no passing loop, which therefore prevents use of the line by more than one train per hour as opposed to the preferred minimum half hourly service. The capacity constraints can affect the reliability and punctuality of train services in Bridgend. Unreliable service, deriving from frequent signalling failure or breakdown of equipment, can create a perception of unreliability thereby making the county borough unattractive to business. There is currently no Sunday service on the line, so any passengers wanting or needing to use the railway from Maesteg have to travel to Bridgend by alternative means before beginning their journey. In addition to this there is currently no late evening service operating on the route, which regionally has some of the earliest last evening departures from Cardiff at 21.10 on Saturdays and 22.35 on weekdays.
- 4.2.9 The Cardiff Capital Region Metro proposes to address the existing constraints on the route. Prior to the coronavirus pandemic, TfW were planning to introduce a Sunday service from December 2020, which will improve connectivity for communities living north of Bridgend along the route and will also take pressure off the existing mainline services from Bridgend, through Pencoed and on to Cardiff. There are also plans to introduce a half-hourly service, potentially through the re-use of the Llynfi Passing Loop. TfW are also seeking to address the capacity on peak time services by introducing refurbished rolling stock to increase seating from 120 to 190 (per each three-carriage service). These will be in use between 2020 and 2022 until brand new trains are introduced which will increase capacity to 425 along the route.
- 4.2.10 Further studies are ongoing as part of the CCR Metro plans including the potential to increase services to four 'metro style' services an hour to and from Maesteg, improvements at Tondu and Pyle Stations, a new station at Brackla and greater linkages between Porthcawl and Bridgend.

South Wales Mainline

- 4.2.11 The South Wales mainline is a double track railway line that carries three passenger trains per hour in each direction, five at peak times, in addition to up to three freight trains an hour. This level of service is deemed inadequate with the preferred minimum level of service being at least one train every 15 minutes.
- 4.2.12 A major constraint on the mainline is caused by the Penprysg Rd Bridge and Hendre Road level crossing in Pencoed. The rail line runs through the centre of the town and

acts as a severance between the communities living on either side. This is due to the traffic congestion caused by the frequency of the level crossing being operated, which has led to a moratorium on development in successive development plans and has prevented the consideration of growth to the west of Pencoed. The congestion also negatively affects air quality, generates noise and prevents integration of active travel routes.

- 4.2.13 A feasibility study to identify a costed solution to the above is well advanced, though funding to implement the optimum solution is unlikely to be secured until the latter part of the plan period. In the meantime, TfW are in the process of introducing refurbished trains to serve the Swansea to Cardiff route up to 2022. In 2022, TfW will introduce new diesel multiple-unit (DMU) trains and in 2024 increase the number of carriages on these trains giving 300 more seats towards Cardiff in the morning peak and 350 more seats from Cardiff in the evening peak. Great Western introduced a brand new set of trains in 2017, with more set to enter the network later this year and are in the process of affectively doubling their size of fleet.
- 4.2.14 TfW are undertaking studies to improve journey times along the Mainline. They are also undertaking a study looking at a South West Metro and a Swansea Bay Metro, which maps transport options, including park and ride potential, right the way out to Port Talbot.

Cardiff Capital Region Metro

- 4.2.15 The Cardiff Capital Region Metro proposes to develop an effective regional transport network to transform the way people travel around the Cardiff Capital Region. The Metro is a long-term programme with the aim of expanding the public transport network through new services, routes and stations to connect population centres that at present are poorly served by regional public transport. It aims to provide faster, more frequent and integrated services using trains, buses and light rail. The proposal for enhanced services on the Maesteg Line is of particular relevance to the County Borough as it would deliver half-hourly services from Maesteg to Cardiff and provide links between Bridgend and Porthcawl.
- 4.2.16 Although the introduction of an additional service per hour will benefit residents of Maesteg, Tondu and Sarn, the early morning service to Cardiff is not considered fit for purpose for commuters. The rapid rise in passenger numbers has resulted in the peak hour through services from Cardiff to Maesteg being standing room only to and from Pencoed or Llanharan. Therefore, there are limitations to the benefits that the Metro proposals will bring to the Valleys Gateway, Llynfi, Ogmore and Garw Valleys. Furthermore, the essence of Metro is that it is an integrated network. However, at present, there is limited integration between the various public transport operators in the region. This will be the biggest challenge of the Cardiff Capital Region Metro.

Roads

4.2.17 The core road network connects the County Borough to the neighbouring County Boroughs of Rhondda Cynon Taf, Vale of Glamorgan, and Neath Port Talbot. The following roads constitute the core road network in the County Borough:

- M4
- A48
- A473

4.2.18 The County Borough's major settlements are connected by the strategic road network and comprises the following roads:

- A4063
- A4064
- A4061
- A4229
- A4106
- A4093
- A4065
- B4181

4.2.19 Local areas of population within the Bridgend County Borough are connected to the major settlements by the local highway network and comprises mainly B roads and all classified unnumbered routes, including:

- B4180
- B4281
- B4622
- B4283
- B4282

4.2.20 The principal roads carry local traffic and provide essential links to the south of the motorway where the majority of the employment opportunities in the County Borough are located. They also form the bulk of the strategic transport corridors that have been identified in the LDP. These roads carry the majority of the volume of traffic in the County Borough, which although was on the decline since 2008, has shown signs of increasing in recent years. It is predicted that the physical and environmental capacities of some sections of the highway network will not be able to sustain the transport demands of the communities that they serve if traffic volumes continue to rise.

4.2.21 Resilience of the highway network is a significant issue in terms of adaptation to climate change effects. Landslips caused by flooding can be a hazard along some of the roads in the valleys. On some sections of the network this is particularly acute, such as on the A4061 between Llangeinor and Pontycymmer where the danger of land slip can lead to isolation of the whole community as there is no alternative route or transport access.

4.2.22 Maintaining the highway network is an important factor in managing modal shift. Poor road conditions due to irregular or lack of maintenance would place the county borough at a disadvantage as it could act as a disincentive for the location of economic activity. Insufficient revenue and capital funding, and climate change impacts such as, for example, floods, extreme weather conditions and vegetational intrusion, place significant budgetary constraints on the highways maintenance programme. The prioritisation of the Council's highways maintenance programme is based on a balance

between the strategic highway network; the coherent highway network and the entire highway network.

- 4.2.23 Although the availability of parking encourages car use, especially in areas that are inadequately served by public transport, it is an essential traffic restraint tool and a significant measure for influencing modal choice. There are already more than 4,000 off-street parking spaces in the County Borough and most of the capacity can be found in the three major towns. The provision of parking opportunities, particularly in town centres, might seem inconsistent with the strategy to reduce the reliance on cars. However, it is important that if town centres in the County Borough are to be vital and viable, and in order to complement out-of-town centres, they need to be provided with adequate parking opportunities to attract shoppers and visitors who do not have access to public transport.
- 4.2.24 Dependence on motorised transport and an increasing reliance on the motor car, especially for commuter journeys, continue to pose an economic and transport challenge particularly in the management of road traffic congestion. Congestion costs the local as well as the regional economy in terms of delays to personal mobility, especially the journey to work, and freight movement. There is also an additional cost to the environment through noise and air pollution produced by motorised transport. The Council will continue to monitor the flow of traffic on the highway network, subject to the availability of funding, in an effort to reduce the impact of congestion, for example, through the optimisation of traffic signal-controlled junctions.

M4 Corridor

- 4.2.25 The M4 Motorway is the main strategic route between Wales and London. It connects Bridgend County Borough with the wider South East Wales regions and provides a key role in facilitating the movement of commuters and goods through South Wales and beyond. The M4 Motorway runs through the southern part of the County Borough, from Pencoed in the east to Pyle in the west. The 18 miles of motorway within BCBC are served by three junctions (35, 36 and 37) whose capacities are crucial for the efficient operation of this stretch of the M4. Junction 35 primarily serves the residential area of Pencoed and Bridgend Industrial Estate, Junction 37 provides access to Pyle, Porthcawl, North Cornelly and Margam in neighbouring Neath Port Talbot. Junction 36 is a key junction in the regional highway network, serving journeys to/from Cardiff and Newport to the East and Port Talbot and Swansea to the West for the vast majority of the County Borough's residents. The A4063, A4064 and A4061 converge at Junction 36, providing the principal gateway between the three valley communities in the north of the County Borough and Bridgend Town Centre, and communities in the south.

Junction 36 Location Plan



4.2.26 A combination of factors have contributed to severe capacity problems at junction 36 where, it is predicted that, current and future development pressures will lead to the generation of excessive car traffic which may limit the ability of the motorway junction to perform its strategic function. These include:

- The sheer number of people served by the junction (86,000 within the Ogmore/Garw/Lynfi Valleys & Valleys Gateway)
- A number of significant regional trip attractors (Bridgend Designer Outlet Village, Odeon Cinema Complex)
- Frequency of North-South movements to access services and employment in Bridgend

4.2.27 These pressures are beginning to turn the M4 into a distributor of local traffic, which should not be the case. Consequently, unless action is taken to manage this section of the M4 and its associated junctions effectively, it is predicted that the current trend will no longer be sustainable and will place the County Borough at an economic and environmental disadvantage. Any significant development to the north of, and in the immediate vicinity of Junction 36, will inevitably increase vehicular traffic and will exacerbate the existing capacity issues further.

4.2.28 In view of its status as a Trans European Route Network (TERN) and its strategic significance to the whole of South Wales, the Council and its neighbouring Authorities will continue to collaborate with the Welsh Government in the effective management of the M4 motorway and its junctions.

4.2.29 The Council will assess all development proposals within the M4 Corridor to ensure that they do not have an adverse effect on the efficiency of the motorway, and particularly its junctions 35, 36 and 37. Any developments, which have a direct effect on the M4 motorway junctions will have to be considered very carefully. Development which will have direct access, or accesses, in close proximity to those junctions is likely

to have an adverse effect on their efficiency, which can therefore have a negative impact on the whole of the County Borough and possible implications for South Wales. Therefore, such development will be resisted by the Council unless it can be demonstrated that the traffic impact of the proposals can be accommodated by the motorway and its junctions either in the short or the long term.

Llynfi Corridor

- 4.2.30 The Llynfi Corridor centres on the A4063 strategic road which runs from the northern border of the County Borough through the upper Llynfi Valley settlements, including Maesteg, to join the Pyle-Aberkenfig Corridor at Aberkenfig. From here, the corridor continues to follow the A4063 both southward to Bridgend town centre and eastward along the Sarn Link to arrive at Junction 36 of the M4 motorway.
- 4.2.31 The nature of the A4063 varies as it travels down the Llynfi Corridor. From the north, passing through Caerau, Nantyyffyllon, Maesteg Town Centre and Pont Rhyd-y-Cyff, its standard and specification is limited, and transportation-related environmental issues arise regarding development. Further south, the specification and alignment of the A4063 improves, especially from the Paper Mills to Coytrahen. However, through Coytrahen village and until the railway bridge where the A4063 meets the A4065, the road's alignment and standard, the proximity of residential properties and frontage accesses, all limit the capacity of the highway. These raise transportation-related environmental issues which any development that exacerbates them would have to address. From the railway bridge along the Sarn Link to Junction 36 the highway has a good specification with limited transportation-related environmental issues. From the previously mentioned railway bridge to Bridgend town centre the highway is also of a generally good specification, however, some issues arise in relation to the hospital, general visibility, and other junctions.
- 4.2.32 There are opportunities for management and improvement of this corridor in terms of the transportation-related environmental issues. However, capacity issues will remain related to highway movement, which cannot be avoided, and will therefore act as a constraint. Development which will be served by the highway will be considered, not only upon the basis of how it will affect the local area, but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

Garw Corridor

- 4.2.33 The Garw Corridor is based primarily on the principal route A4064 which runs southwards from the settlement of Blaengarw passing, in turn, through Pontycymmer and Llangeinor. Further south, the route forks, and as the A4065, passes through Brynmenyn, joins the Llynfi Corridor at the Aberkenfig railway bridge and joins the Ogmore Corridor at its junction with the A4061.
- 4.2.34 Although the nature of the A4064 varies as it runs along the corridor, it is generally of a limited standard and specification which raises transportation-related environmental issues. There are opportunities for management and improvement of the corridor but there is limited potential for increasing its capacity, which will therefore act as a

constraint. Two employment areas on this corridor which have fewer capacity constraints are, the Abergarw and Brynmenyn Industrial Estates. However, these two sites do generate transportation-related environmental issues on the Ogmore Corridor.

- 4.2.35 Development which will be served by the highway will be considered, not only upon the basis of how it will affect the local area, but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

Ogmore Corridor

- 4.2.36 The Ogmore Corridor is based primarily on the principal route A4061 which commences from the northern border of the County Borough with Rhondda Cynon Taff then runs southwards through the settlements of Nantymoel, Pricetown, Ogmore Vale, Lewistown, Pantyrwel, Blackmill, and Bryncethin. It then crosses the M4 motorway at junction 36 and along the Bridgend Northern Distributor Road through Bridgend town centre where it connects to the B4181 and terminates at the Coychurch Roundabout on the Pencoed-Pyle corridor. The corridor also includes the principal route A4093 which runs eastward from Blackmill to the border with Rhondda Cynon Taff.

- 4.2.37 The nature of the A4061 varies as it runs along the Ogmore Corridor passing through urban areas with frontage accesses, residential areas, and rural areas. The standard and specification of the route is equally varying, changing from narrow lane to dual carriageway.

- 4.2.38 There are opportunities for management and improvement of the corridor on both the A4061 and A4093 in terms of transportation-related environmental issues. However, at various locations along the route the highway capacity and the transportation-related environmental issues, which arise, will act as a constraint on development. Development will be considered not only based on how it affects the local area but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

Pyle-Aberkenfig Corridor

- 4.2.39 The Pyle-Aberkenfig Corridor is based on the route B4281 from where it meets the A48 at Pyle Cross running eastward through Pyle, Kenfig Hill, and Cefn Cribbwr until terminating at its junction with the A4063. The standard and specification of this route is low which raises many existing transportation-related environmental issues including the risk of accidents especially where it passes through residential and retail areas.

- 4.2.40 There are opportunities for management and improvement of the corridor in terms of those issues, but no opportunity to increase the route's capacity. Therefore, there are considerable constraints on the ability of this corridor to support development.

Pencoed-Pyle Corridor

- 4.2.41 This corridor starts at the point where the A473 enters the County Borough from neighbouring Rhondda Cynon Taff, and runs along the Pencoed Bypass to junction 35 on the M4 motorway. The corridor then continues as the A473 until it joins with the A48

at Waterton Roundabout from where it extends to the boundary of the County Borough to the west of Pyle and then enters Neath Port Talbot.

- 4.2.42 The route varies in standard from dual carriageway to single carriageway and the areas it serves are urban in nature apart from the most westerly section of the route. This corridor provides accesses to Bridgend College, the South Wales Police HQ, out-of-centre retail centres and substantial residential areas, with some sections of the route having residential frontages.
- 4.2.43 The corridor provides an important access into Bridgend town centre from the south, which must be protected. In addition, at various locations along the route, the highway capacity and transportation-related environmental issues will act as constraints. Any development will be considered for its transportation impact in the light of these constraints.
- 4.2.44 Use of this corridor raises issues of constraint at the junctions of its routes, and some issues of transportation-related environmental concern, more particularly at its western and eastern extremities. Notwithstanding this, the corridor provides opportunities at certain sections for the location of freight generating developments where the impact of road freight movements on the environment can be minimised, if appropriate locations for highway improvements are identified.
- 4.2.45 As the existing highway network is constrained by the mainline railway passing through Pencoed, no further development to the west of the railway line will be permitted as it will exacerbate congestion either side of the level crossing and at the complex over-bridge junction between the eastern end of the relief road and Penybont Road. Development proposals to the west of the railway line would not be of sufficient scale to generate the required level of developer-funded infrastructure required to resolve the problem.

Porthcawl-Cornelly Corridor

- 4.2.46 This corridor is based on the principal route A4106 from where it meets the A48 at Redhill Roundabout travelling south westwards to its junction with the A4229 at Porthcawl. The corridor then follows the A4229 northwards until its junction with the B4283 at which the route forks and, as the A4229, it continues through junction 37 on the M4 motorway and terminates at its junction with the A48 at Pyle Roundabout. As the B4283, it continues northwards through North Cornelly until it enters Neath Port Talbot.
- 4.2.47 The route varies in its nature with sections of dual carriageway and country lane but for the majority of the length, the route is a single lane carriageway. This corridor also provides access to Porthcawl town centre and its tourist facilities. With regard to its ability to serve Porthcawl, the corridor has sufficient capacity to provide for its residential population, and on average, its requirements as a tourist resort. It does not have the facility to cater for traffic flows at peak days within the year, such as Bank Holidays, and it would be environmentally unacceptable to provide for that level of network capacity. However, there are opportunities for management and improvement

of the corridor, on both the A4106 and A4229, in terms of transportation-related environmental issues but no acceptable opportunities to increase further the route's capacity.

4.2.48 Development in this corridor, including the regeneration of Porthcawl will be assessed for its transport impact not only on how it affects the local area but also for its effect on the routes to Junction 37 of the M4 motorway and to the A48.

4.2.49 The B4283, which is included in this corridor, is limited by a low headroom bridge where it passes beneath the M4 motorway. This route serves the residential community of North Cornelly and has a substantial number of frontage properties, on street parking, shops, schools and pedestrian movement. The existing highway network is not appropriate to accommodate the additional traffic movement generated by development and it cannot be significantly improved. For these reasons, the B4283 is not suitable to carry significant levels of heavy goods vehicles. However, due to a low headroom bridge within Neath Port Talbot County Borough, such vehicles serving the Kenfig Industrial Estate within that Authority, have to use this highway. The Council will work in partnership with Neath Port Talbot to provide a more appropriate access to the Kenfig Industrial Estate, thereby removing the associated heavy goods vehicle movements from this corridor. There are opportunities for management and improvement of the B4283 in terms of transportation-related environmental issues but no opportunity to increase its capacity. Therefore, there are considerable constraints on the ability of this corridor to support development. Efforts must also be made to ensure that no additional pressure is placed by heavy goods vehicle movements on the B4283.

4.3 Education

4.3.1 Education provision has been considered from the outset of the LDP's preparation. Existing educational facilities will inevitably be placed under pressure to accommodate the additional pupils that will be generated through the planned housing development. These new residents create a demand for school places and as a result, a need for new educational facilities and/or an improvement to existing provision. In order to ensure communities are not disadvantaged and that there is sufficient and satisfactory educational provision for the children and young people generated by new developments, the LDP has sought to identify the provision of Educational and Training Facilities within the masterplanning of strategic housing sites. On sites less strategic in nature, the Council will, where appropriate, seek contributions towards providing or enhancing educational facilities. This has been identified at an early stage in the site selection process to ensure that the financial impact of such requirements are factored into site viability assessments.

4.3.2 The new or extended facilities identified in the LDP form part of the Council's School Modernisation Programme. This is a programme that delivers improvements to school provision throughout the County Borough. The School Modernisation Programme is however an evolving process, and other proposals based on educational need may become priorities during the lifetime of the LDP. Throughout the modernisation

process, consideration is given to the circumstances of each school with the best long-term interests of the children and young people in its locality being the priority while ensuring the current quality of education is maintained. The programme was established to deliver on several objectives including:

- developing first-class learning environments;
- locating the right number of schools, of a viable size, in the best places to serve their communities;
- making schools an integral part of the life and learning of their communities;
- reducing surplus places and achieving best value for money; and
- make schools more efficient and sustainable.

4.3.3 BCBC administer 60 Schools throughout the County Borough, including 5 Welsh medium schools, 5 voluntary aided, 1 voluntary controlled, 2 special schools and there is 1 pupil referral unit and 1 integrated children's centre. Due to the reduced number, and therefore more sparsely located nature of schools such as Welsh medium schools and special schools, they have wider catchment areas.

4.3.4 According to latest school capacity and number on rolls data (Jan 2022), of the 48 primary schools within the borough, 7 are over capacity and a further 18 have less than 10% of their capacity as surplus places. This represents an immediate pressure of providing school places at over half of all primary schools within the county borough. More specifically, only 3 of the 15 primary schools within close proximity to Bridgend Town had sufficient surplus capacity. Elsewhere, there is sufficient capacity in 4 of the 8 schools in Maesteg and surrounding areas, 2 of the 4 schools in Porthcawl and none in the 2 schools in Pencoed. This highlights the need for growth in these areas to be accompanied by the provision of new facilities to accommodate the increase in primary age children.

4.3.5 Of the 9 secondary schools within the borough, 2 are over capacity and are both located within close proximity to Bridgend Town. This places immediate pressure on the additional provision of secondary education at these schools without the identification of a site for a new facility and/or the provision of contributions to enhance existing facilities.

4.4 Health

4.4.1 On 1 April 2019 Cwm Taf University Health Board changed its name to Cwm Taf Morgannwg University Health Board (CTMUHB) as it took responsibility for providing healthcare services for the people in the Bridgend County Borough area. CTMUHB now provides primary, community, hospital and mental health services to the 450,000 people living in three County Boroughs – Bridgend, Merthyr Tydfil and Rhondda Cynon Taf. This includes the provision of local primary care services: GP Practices, Dental Practices, Optometry Practices and Community Pharmacies and the running of hospitals, health centres and community health teams. In the primary care sector, Bridgend has 33 Community Pharmacies, 19 Dental Practices, 20 General Medical Practices and 23 Optometry Practices. CTMUHB also manages the Princess of Wales

General Hospital in Bridgend and within its entire geographic region manages 46 other sites made up of community hospitals, health centres/clinics and support facilities.

GP Practices

- 4.4.2 Increased levels of population growth brought about by housing development places pressure on the provision of health care facilities. Through engagement at all stages of the LDP, CTMUHB have been made aware of the increasing housing development (both approved and proposed) within the Bridgend area and have been able to take the necessary steps to account for this in its primary care and community estates and sustainability plans. Future housing numbers and the location of sustainable urban extensions (especially in the east and west of the borough) have been mapped against current and future demand and capacity. The biggest pressure on existing services is likely to be felt in Bridgend itself and the Pencoed area, due to the planned growth in this community coupled with projected housing numbers associated with the Llanilid development in RCT.
- 4.4.3 In order to respond to the new housing pressures, CTMUHB have identified the following developments to help meet increased demand from new residents:
- **Bridgend Health and Wellbeing Centre** – a £10.6million development of an integrated community-based centre based in Bridgend and planned for completion in 2021. This new development will provide a much needed replacement premises for a range of primary care and community services currently being delivered from a number of substandard and cramped premises. This project facilitates changes in local health and social care models by providing the right services in the right place in the right way. It will house the merged GP practice, Bridgend Group Practice, which currently operates out of two surgery sites, Ashfield in Bridgend town centre and Newcastle Surgery. It will also be a replacement for three community premises, Bryntirion, Quarella Road and Bryncethin. It aligns with supporting people in managing their physical, mental and social health and wellbeing and builds upon the engagement with and response to the population of Bridgend town's desire for more integrated services and care provided closer to their homes. It facilitates delivery of a new model of primary care, founded upon a multi-sector and multi-disciplinary approach to integrated service delivery. It supports the strategic priority of CTMUHB and national strategic drivers by 'shifting' care out of hospitals and into community settings closer to people's homes. It supports wellbeing initiatives, delivers on feedback from public engagement sessions, and strengthens community provision. When operational, the centre will realise multiple benefits for a wide range of stakeholders including, but not limited to, service users, carers, members of the public, partner organisations, and the multitude of professional and voluntary groups involved in the provision of care. It supports a wider collaborative working approach between a critical mass of multiple partners including healthcare, social care, further and higher education and the third sector. Furthermore this project will ensure greater sustainability of services within Bridgend and accrues a number of significant benefits, not least the associated economies of scale and the sharing of risks, financial costs

and benefits. The GP practice currently has a registered population of approximately 15,000 and forms part of the Bridgend East Network Cluster. Bridgend Health and Wellbeing Centre has been planned to accommodate approximately 23,000 patients to meet the health needs of the forecast increase in population within Bridgend across the LDP period.

- **North Cornelly** - The GP Practice are currently progressing a self-build project on their existing premises. This involves an extensive refurbishment and extension to accommodate future growth in North Cornelly, Pyle and Kenfig Hill. It is in the early stages of planning and is practice led due to the decision of the practice to self-build.
- **Heathbridge Surgery**, Kenfig Hill – a reconfiguration of the existing premises to create more capacity.
- **Tyn-y-coed Surgery**, Bryncethin – a reconfiguration of the existing premises to create more capacity.
- **Pencoed Health Centre and Llanharan branch surgery** – CTMUHB is working with the practice to identify opportunities for new alternative premises to address growth within and in proximity to Pencoed. There is already adequate provision of General Medical Services within Pencoed itself due to the recent completion of The New Surgery development. Assessment has been undertaken and there is sufficient capacity within both surgeries to take the additional housing pressures within the first 5 years of the plan period.

4.4.4 A Summary of the changes to the number of premises is shown below:

| Bridgend Locality (East, North & West) Population: 157,701 | | | | | |
|--|----------|----------------------------|----------|--------------------|----------|
| GP main surgery premises | | GP branch surgery premises | | Community premises | |
| Existing | Proposed | Existing | Proposed | Existing | Proposed |
| 16 | 16 | 6 | 4 | 6 | 3 |

Dental and Optometry Services

4.4.5 Primary Care Dentists are independent contractors to whom the CTMUHB contracts NHS Dental Services. Most dentists provide a mixed model of dental services providing a combination of NHS services and private dental services. Assessment indicates that there is sufficient capacity to accommodate additional activity. However, pressure will be felt in the Llanharan, Talbot Green and Pencoed areas, and as a result, CTMUHB has submitted a proposal to Welsh Government seeking additional funding to support the creation of an additional General Dental Contract to accommodate the additional population increase across the boundary of Llanharan and Pencoed.

4.4.6 In addition to general dental services, CTMUHB directly manages Community Dental Services (CDS), which support children and adults with learning disabilities. This is

currently provided from the dental surgery at Quarella Road which will be relocated to the new Bridgend Health and Wellbeing Centre. This new CDS facility, which includes additional capacity (two dental surgery rooms), is designed to cater for Bariatric patients and those with learning disabilities. CTMUHB is currently undertaking a review of CDS with the view to creating efficiencies and improved access.

- 4.4.7 There are no capacity issues identified for General Optometry Services. The focus for the CTMUHB will be to work with Optometrists to develop and implement services closer to home such as Glaucoma and Cataract monitoring, services which traditionally have been provided within hospitals.

Care of the Elderly

- 4.4.8 The 65 to 84 and 85+ age groups are projected to have the largest increase by 2036, when an estimated one in four people in Wales will be aged 65 and over. These projections will have significant implications for the way in which CTMUHB design and provide health (and increasingly integrated health & social care) services. With an increasing population and especially an increasing older population it is even more important that people living in our communities are supported to live long and healthy lives, free from the limiting effects of multiple chronic conditions.
- 4.4.9 Traditional hospital based and community primary care service models are no longer sustainable or always appropriate. Bridgend's population wants a more innovative approach and better access to services. CTMUHB's proposed developments are intended to facilitate a change in local health and social care models by providing the right services in the right place in the right way, in response to demographic changes within Bridgend including a growing, ageing and multi-morbid population by providing 'wellness' services that promote health and well-being rather than diagnosis and treatment of illness.
- 4.4.10 An assessment around the impact of population growth has been undertaken, and it is felt that a small increase in the community nursing team is required, from the East Bridgend to Taff Ely clusters areas. This will be factored into the CTMUHB's Intermediate Medium Term Plans.
- 4.4.11 CTMUHB was successful in securing additional 'transformation' monies to support a plan called Stay Well in Your Community. This programme is supported and guided by the Regional Partnership Board and aims to provide additional capacity to support the population with high needs and improve health and wellbeing. It involves a deployment of additional health and social care workforce to support improved signing posting to wider health and wellbeing assets in the community but also complex patients with co-morbidities. The aim is to keep patients out of hospital and supported within their own homes as much as possible. The plans have been interrupted by the Covid Pandemic so the implementation of the teams has been suspended and therefore the results will not be seen until a years-time.

4.4.12 CTMUHB is confident that it has identified the additional pressures created by the LDP and that its own estates and sustainability plans articulate the action required to respond to this.

4.5 Environmental Management

4.5.1 Celebrating the County Borough's rich cultural and natural heritage, whilst enabling local communities to prosper sustainably into the future, is the overarching theme of the LDP. The LDP has a housing delivery target of 8,333 new dwellings up to 2033 to accommodate anticipated population growth and provide housing for all of those wishing to live and work in the County Borough supported by planned targets to provide employment opportunities, schools for education, community buildings, health facilities and road infrastructure.

4.5.2 However, we are also reliant on the natural environment and the services in providing us with clean air, water, food and opportunities for recreation. Therefore, the LDP also contains policies to ensure the protection and enhancement of our natural environment through managing climate change, water management, safeguarding, enhancing, restoring, and creating wildlife habitats and the landscape as well as protecting and enhancing recreational facilities. Notwithstanding the obvious reliance that the human population has on the built and the natural environment, they have historically been viewed as conflicting with one-another.

4.5.3 The green infrastructure (GI) concept reconciles these seemingly 'competing' objectives and introduces a new approach to the way that the 'natural environment' and 'development' are perceived and how they interact. It provides an approach which moves away from the historical view of the environment and development being in conflict to viewing the natural environment as an 'asset' which developers can capitalise on in the development process allowing the County Borough to benefit from the economic prosperity of growth whilst protecting and enhancing the natural environment.

4.5.4 There is a growing body of evidence and best practice that shows how green infrastructure can create places that provide tangible benefits to businesses, local residents and the broader public good. These benefits can be summarised as follows:

- Increased property values and inward investment;
- Healthier, happier communities;
- Greater productivity;
- Cleaner, greener environments for living; and
- Biodiversity net benefit

Green Infrastructure

4.5.5 Green infrastructure (GI) is a network of multifunctional green spaces, natural features and environmental management systems which help to provide a natural life support system for people and wildlife. Green infrastructure provides the spatial framework for a range of natural functions and uses. By adopting the Green Infrastructure Approach, development schemes may be adapted or designed to provide a range of important benefits to people such as improved connectivity through footpaths and cycle routes; space for nature that contributes to the local or sub-regional pattern of connected habitat; imaginative recreational facilities that give educational and physical health benefits to local people; and places that will be more resilient to the impacts of a changing climate.

4.5.6 Most natural and semi-natural features in the landscape are considered to be green infrastructure, and many can perform one or more Green Infrastructure functions.

Examples of green infrastructure assets are as follows:

- **Parks and gardens** – urban parks, country and regional parks, formal and private gardens (permeable paving, trees, rainwater collection, ponds) and institutional grounds (e.g. at schools and hospitals) for example Bryngarw Country Park;
- **Amenity green space** – informal recreation spaces, play areas, outdoor sport facilities, housing green spaces, domestic gardens, village greens, urban commons, other incidental space, green roofs, hedges, civic squares and spaces, and highway trees and verges, for example Newbridge Fields and Pandy Park sports fields;
- **Productive spaces** - Allotments, community gardens, city farms, orchards, roof gardens, and urban edge farmland;
- **Cemeteries and churchyards;**
- **Natural and semi-natural features** - woodland and scrub, trees, hedgerows, grassland (for example meadows), heath and moor, wetlands, open and running water (rivers Llynfi, Garw, Ogmore) brownfield sites, bare rock habitats (for example cliffs and quarries), coast, beaches;
- **Green corridors** - rivers (e.g. Llynfi, Garw, Ogmore) including their banks, road and rail corridors (verges), access networks, cycling routes, and rights of way, for example the All Wales Coastal Path, Bridgend Circular Walk, the Ogwr Ridgeway Walk and the Afon Llynfi;
- **Existing national and local nature reserves** and locally designated sites for nature conservation for example Kenfig NNR, Craig-y-Parcau LNR and Parc Slip Nature Reserve, Merthyr Mawr SSSI;

- **Archaeological and historic sites**, for example Y Bwlwarcau Scheduled Ancient Monument; Coity castle, Parc Tondu Ironworks;
- **Functional green space**, such as sustainable urban drainage schemes and flood storage areas;

Recreational Space

- 4.5.7 Recreational spaces are vital for our health, well-being, amenity and can contribute to an area's green infrastructure. They provide a place for play, sport, healthy physical activity and a place to relax often in the presence of nature, and they contribute to our quality of life and are a key ingredient of 'place making'. Networks of high quality, accessible green spaces and recreation spaces will also promote nature conservation, biodiversity and provide enjoyable opportunities for residents and visitors to participate in a wide range of physical activities. These activities are important for the well-being of children and adults and for the social, environmental, cultural and economic life of Bridgend and Wales.
- 4.5.8 A review of Outdoor Sports and Children's Playing Space within the County Borough has been undertaken to assess the level of provision broadly against the benchmark standards endorsed by the Fields in Trust (FIT), which are also used as the basis for the standards of provision set out in the LDP. This equates to an overall requirement of 4.57 hectares per 1,000 population. The overall findings for the County Borough as a whole is that there is an approximate overall provision of all types of Outdoor Sport and Children's Playing Space of approximately 374 hectares. The overall County Borough wide requirement based on the Fields in Trust standard of 4.57 hectares per 1,000 population is approximately 672 hectares (based on the 2019 MYE population) and 636 hectares (based on the 2011 census population).
- 4.5.9 The analysis of provision is best conducted at sub-local authority level to identify the provision available for local communities. The Sub-Area analysis is based on the 2011 Census population due to the unavailability of more up-to-date population data at the sub Local Authority level. At the Sub-Area level, the County Borough is broken down into the following: Bridgend, Garw Valley, Llynfi Valley, Ogmores Valley, Pen-coed, Porthcawl, Pyle, Kenfig Hill & Cornelly and the Valleys Gateway. There is considerable variation across the County Borough in terms of the different types of Outdoor Recreation Facility provision (Outdoor Sport and Children's Playing Space), as well as for Equipped Children's Play.
- 4.5.10 In terms of Playing Pitches, there are deficits of provision in every Sub-Area across the County Borough other than Pen-coed. There are also deficits in every Sub Area for Outdoor Sports, Equipped / Designated Play Areas and other outdoor provision including MUGAs and skateboard parks. There is a much better picture with respect to Amenity Green Space with surpluses across all Sub Areas.
- 4.5.11 It should not be assumed that a surplus of one type of provision could be used to offset a deficit of another type of provision within a Sub-Area. Equally, the standards utilised within the audit are benchmark standards and should not be interpreted as maximum

levels of provision. Therefore, identification of an overall surplus of provision within a Sub-Area does not indicate need to reduce existing provision through re-development or otherwise. Access to a multitude of recreational facilities is fundamental in addressing social inequalities within and between different communities in the County Borough, whilst providing the opportunity for people to lead healthy, safe, and well-balanced lives. In order to maintain and improve the quality of life of residents, all forms of outdoor recreation referred to will be sought, supplemented, retained or enhanced subject to relevant policies within the LDP.

Biodiversity Assets

- 4.5.12 Bridgend contains a number of internationally, nationally and locally important sites for nature and geological conservation. These sites are of primary importance for Bridgend and form the core ecological network, which is a vital part of Bridgend's natural heritage and recreational resource. It is important to understand the potential impact of development on protecting irreplaceable habitat (such as ancient woodland) and existing sites of international, national or local importance and landscape character. National and local policy recognises the importance of protecting and enhancing these areas designated for their special landscape and/or biodiversity importance.
- 4.5.13 Designated sites are essential; however, they provide only small, isolated refuges. It is essential that connections between these sites are maintained to allow for the movement of wildlife between sites and between populations. Protected sites are important refuges for habitats and the species that reside there and are the foundations for Bridgend's green infrastructure. However, these sites are becoming increasingly fragmented and are not able to function as well as they could and are becoming less resilient to changes such as climate change. The LDP promotes green infrastructure, which aims to create ecological networks, green corridors and greenways that have both social and environmental benefit. It is a mechanism for more informed decision-making and more 'joined-up' thinking in relation to urban and regional environmental planning.
- 4.5.14 A Special Area of Conservation (SAC) is a strictly protected site designated under the European Commission (EC) Habitats Directive. Bridgend has 1,046ha designated as SAC. All SAC are designated as Sites of Special Scientific Interest (SSSI). This designation is the highest in the UK and provides statutory protection for our best examples of flora, fauna and geological features. Natural Resources Wales are responsible for the designation of SSSIs on behalf of the Welsh Government. Bridgend has 17 SSSIs covering an area of around 1,345ha.
- 4.5.15 National Nature Reserves (NNRs) are designated for their natural and semi-natural habitats, including coastal habitats. They are managed to conserve their biodiversity interest and for scientific research. Bridgend has two National Nature Reserves at Kenfig Pool and Dunes and Merthyr Mawr Warren, totalling 838ha. Kenfig Pool and Dunes is also a Local Nature Reserve.

- 4.5.16 Sites of Importance for Nature Conservation (SINCs) are a local planning designation, designated by Bridgend County Borough Council. They are decided by a set of criteria developed to represent valuable habitats and species for Bridgend and Wales. There are 174 SINCs in Bridgend. Under the Town and Country Planning System these sites are a material consideration when determining planning applications.
- 4.5.17 UK and Bridgend Biodiversity Action Plan Priority Habitats - Outside of designated sites Bridgend contains a wealth of habitats that are locally and nationally important, such as woodland and species-rich grassland. Under the Natural Environment and Rural Communities (NERC) Act 2006 local authorities have a duty 'when exercising its function' (including development control) to conserve biodiversity, this includes restoring or enhancing habitat or a population.
- 4.5.18 The Bridgend Landscape Character Assessment defines the County Borough as a spatial framework of fifteen Landscape Character Areas (LCAs), with each described and defined according to their own unique landscape character and identity. The description of each LCA provides baseline evidence of their landscape character, without making formal assessment of its importance.
- 4.5.19 The LCAs are complemented by nine Special Landscape Areas (SLAs), which are designated as such in recognition of being unique, exceptional or distinctive of the County Borough. They are distinct from LCAs in that they are designated due to their high level of landscape importance.
- 4.5.20 Designated sites and natural habitats are essential for the conservation of wildlife; equally as important is the connectivity between those sites and habitats. Isolated sites outside of a network are vulnerable to a number of factors. Those within a network are better placed to recover from damage and to enable re-colonisation by wildlife. Bridgend's ecological network is based on its protected sites and the river and stream network. The landscape between the core sites is important for wildlife and for people and Bridgend aims to improve the habitat quality and quantity within those linking landscapes. Whilst some sites fall outside of the statutory and non-statutory designations, biodiversity including habitats can be a material consideration in the formal planning system. Undesignated sites which have the biodiversity importance of designated sites will also receive the same protection.

Flood Risk

- 4.5.21 Bridgend County Borough contains localised areas that are prone to flooding from a range of sources. The type of flooding is dependent on the interaction of rainfall, catchment characteristics and the sea. The Strategic Flood Consequence Assessment (SFCA) prepared as part of the LDP evidence base considered six sources of flooding:
- Fluvial (rivers)
 - Tidal
 - Groundwater
 - Surface water

- Sewers
- Artificial sources

An overview of each is described below and further detail can be found in the SFCA:

Fluvial Flood Risk

- 4.5.22 The River Ogmore, the River Llynfi and the River Ewenny are the main watercourses in BCBC.
- 4.5.23 The River Ogmore runs roughly north to south from the Ogmore Vale and Pentre, past Bridgend and Ogmore. The River Ogmore is generally considered to start near the Cemetery Mountain, west of Treorchy, although it is known as the Ogwr Fawr, with the Ogwr Fach coming from Gilfach Goch to the north merging near Blackmill. The River Llynfi, the River Garw and the River Ewenny are all tributaries of the Ogmore, which flows into the sea between Ogmore-by-Sea and the Merthyr Mawr sand dunes.
- 4.5.24 The River Llynfi runs for around 10 miles from its source north of Maesteg and flows generally southwards through the Llynfi Valley to the confluence with the River Ogmore and the River Garw at Aberkenfig. Its main tributaries are the Nant Cwm-du and Nant Cedfyw which enter on its left bank and the Nant Crynwydd, Nant Sychbant and Nant y Gadlys on its right bank.
- 4.5.25 The River Ewenny rises to the north east of Bridgend town, and flows past the village of Pencoed before entering the River Ogmore estuary just below Ogmore Castle. One of its main tributaries is the Afon Alun.
- 4.5.26 Information provided from the Historic Flood Map indicates that Bridgend Town Centre flooded in 1960 when channel capacity was exceeded. The event occurred prior to the construction of the current flood defences in the town. The Historic Flood Map also identifies flooding to three areas in Pencoed in October 1998. Flooding from the River Ewenny affected several residential properties in Heol Croesty towards the south of Pencoed, and to residential properties in Penybont Road and Glanyrafon Road towards the north-east of the Pencoed area. A third flood location for the 1998 event is identified to an ordinary watercourse, where a blockage to the culvert under Glyn-y-Mel resulted in flooding to several residential properties.

Tidal Flooding

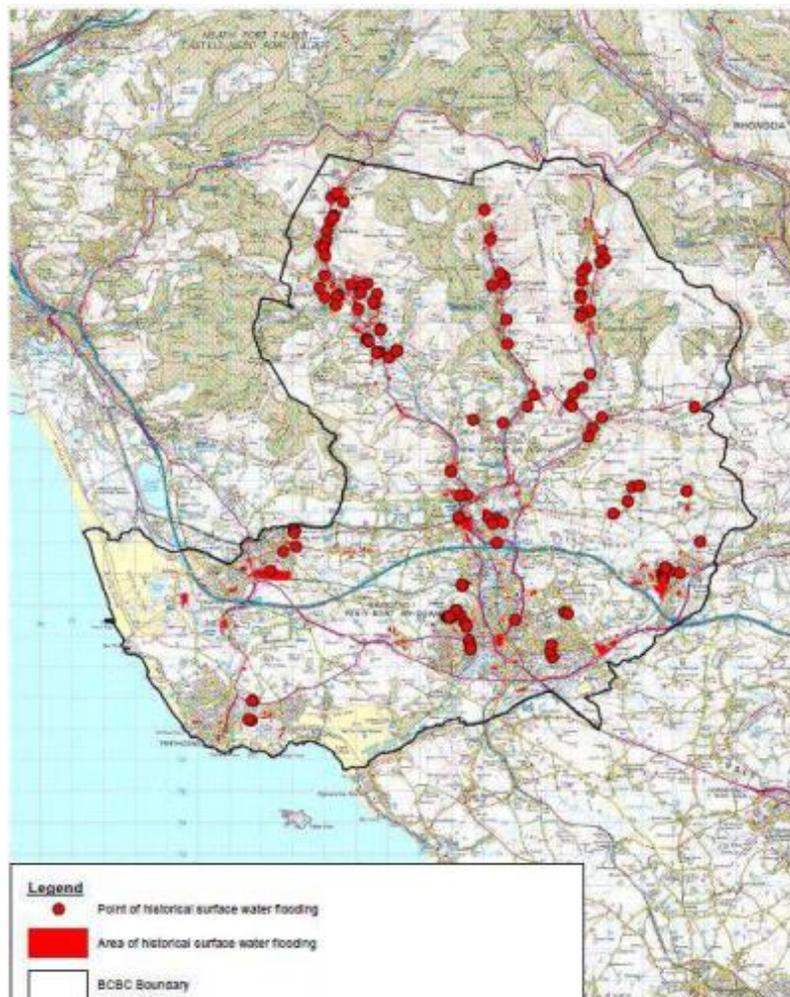
- 4.5.27 A small area within BCBC, largely consisting of properties in the Porthcawl area and land alongside the tidal Ogmore, is at risk of tidal flooding. The River Ogmore freely discharges into the sea and consequently water levels on the lower reaches are influenced by tide levels. The current normal tidal limit on the River Ogmore is a weir just downstream of Portobello Bridge approximately 2km from the coast. Tides may affect flooding much further inland during extreme events especially if sea levels rise as predicted in the future.

4.5.28 NRW's Historical Flood Map reports two areas of flooding in Porthcawl. Both of these locations, along the Esplanade and West Drive towards the west of Porthcawl, flooded in the same event in May 2008.

Surface Water Flooding

4.5.29 Flooding from surface water can occur anywhere within BCBC although it is less likely in areas where sand overlies a highly permeable rock stratum. Whilst the mechanisms for runoff are well understood, predicting flooding from land is more complicated than other forms of flooding such as flooding from rivers or the sea. Surface water flooding is more likely to occur where soils and geology are less permeable and where there is flat ground (or relatively flat ground receiving run off from steep ground).

4.5.30 Historic records of surface water flooding have been taken from the Bridgend Preliminary Flood Risk Assessment and are shown below. Incidents of surface water flooding are concentrated in urban areas and are prevalent in all key settlements.



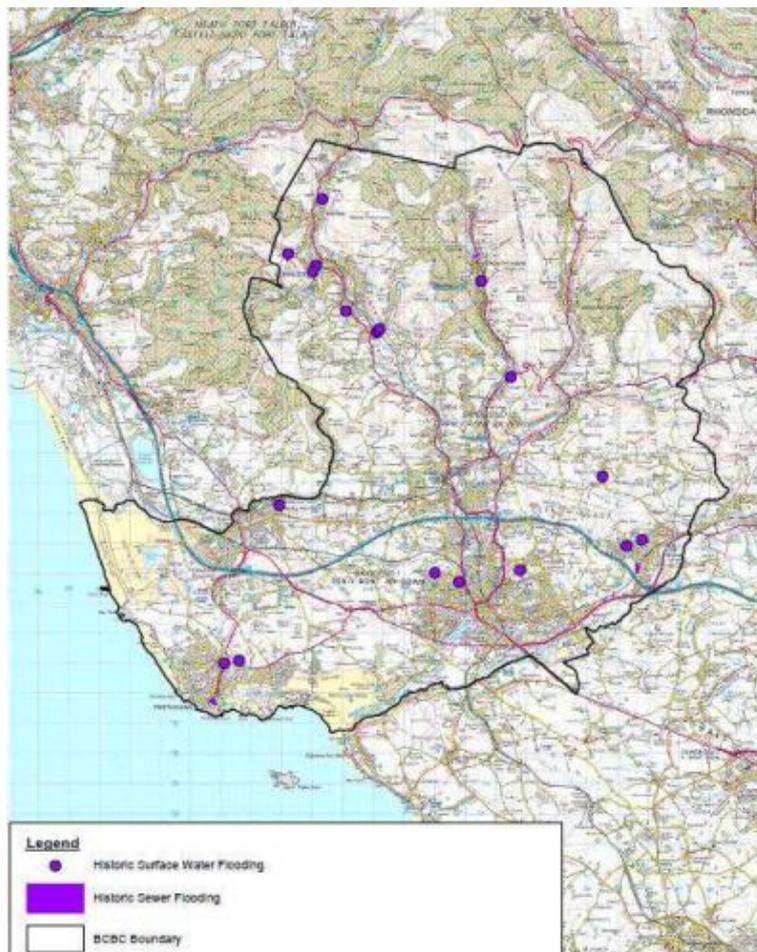
Historical Surface Water Flooding Locations (Bridgend County Borough Council, 2017)

Groundwater Flooding

- 4.5.31 For the purpose of the LDP, groundwater flooding has been defined as flooding from sub-surface water. There are a number of mechanisms that can cause this type of flooding including regional groundwater rise, underground barriers to flow and rebound when pumping from mining activities ceases.
- 4.5.32 No records of groundwater flooding were available at the time of writing. However, the large number of springs recorded on OS mapping and the variation of geology throughout the borough suggest that groundwater flooding could present significant risks to localised areas.

Sewers

- 4.5.33 Flooding from sewers occurs when the manmade sewer system cannot convey the volume of water. This can occur due to extreme rainfall events, infrastructure failure or increased runoff from new developments. Predicting areas prone to sewer flooding is complex as flooding is localised and sewer systems are constantly being upgraded.
- 4.5.34 Historic records of sewer flooding have been taken from the Bridgend Preliminary Flood Risk Assessment and are shown below. Incidents are concentrated in urban areas, in the key settlements of Bridgend, Maesteg, Porthcawl and Pencoed.



Historical Sewer Flooding Locations (Bridgend County Borough Council, 2017)

Artificial Sources

4.5.35 Artificial sources of flooding identified within BCBC include numerous reservoirs across and upstream of the borough. However, no records of flooding from artificial sources have been found. Flooding may occur if reservoirs were to overtop, leak or breach. Whilst a breach of embankments has a very low probability, the consequences could be extremely severe.

Summary of Flood Risk

4.5.36 The dominant flooding source affecting BCBC is flooding from rivers. The principal watercourses are the River Ogmore, the River Llynfi and the River Ewenny. Flooding from the sea is not currently a significant problem, however it may become more significant in the future as sea level rises. Although incidents of surface water flooding and sewer flooding are potentially significant, there is less certainty in assessing these risks at a strategic level. Flooding from artificial sources is also important due to the potential severity of consequences. The communities most at risk of flooding described below:

- Bridgend – at risk of flooding from rivers and surface water;
- Maesteg - at risk of flooding from rivers and surface water;
- Valleys Gateway - at risk of flooding from rivers and surface water;
- Porthcawl - at risk of flooding from tidal and surface water;
- Pencoed – at risk of flooding from rivers and surface water; and
- North Cornelly, Pyle & Kenfig Hill – at risk of flooding from rivers and surface water.

Bridgend

4.5.37 The NRW Historic Flood Map shows the approximate extent of significant flooding that took place in Bridgend from the River Ogmore in December 1960. Following this event extensive flood defences, including flood walls and embankments, were constructed through the town which are now maintained by NRW.

4.5.38 The tidal limit of the River Ogmore is located to the south of Bridgend, resulting in predominantly fluvial flood risk, as shown on the FMfP Rivers. The key sources of fluvial flood risk are:

- River Ogmore flowing in a southerly direction through the centre of the town.
- River Ewenny flowing south-westerly along the south-eastern boundary of Bridgend.
- Nant Ffornwg at the north of the settlement flowing easterly, joining the River Ogmore through a culvert under the A4063.

4.5.39 As a result of the flood defences, most of the fluvial floodplain in the centre of Bridgend is categorised as a TAN15 Defended Zone. Within this Zone, all types of development can take place within a TAN15 Defended Zone subject to the Justification Test and Acceptability Criteria.

- 4.5.40 Areas situated in Flood Zone 3 include the greenfield areas of Merthyw Mawr and Hernstone, south of Bridgend, and the immediate floodplain of the Nant Ffornewg (approximately 60m wide). Flood Zone 2 extends only slightly past Flood Zone 3 in most flood risk areas, although it is more prominent in Wildmill and Hernstone.
- 4.5.41 A detailed Estry-TUFLOW model was developed in 2019 for the River Ogmore in Bridgend for a range of events, including both a defended and undefended scenario. This is available upon request from NRW and is recommended to further determine if flooding can be managed acceptably.
- 4.5.42 It is known from this modelling that the Bridgend flood defences protect most areas around the town centre against the 1% AEP event including climate change. However, in the extreme 0.1% AEP event including climate change the defences are overwhelmed leading to severe flooding from the River Ogmore. The severity of flooding in the extreme event is likely to make compliance with the Acceptability Criteria (maximum depths and velocities) challenging to satisfy in these areas.

Maesteg

- 4.5.43 The main source of flood risk in Maesteg is fluvial, from the Nant y Cerdin and the River Llynfi. This assessment also covers the upstream areas of Nantyffyllon and Dyffryn.
- 4.5.44 The NRW Historic Flood Outline does not include any detail of historic flood events in the Maesteg area. The BCBC PFRA highlights two historic fluvial flood events. The first in Salisbury Road in October 2000, and the second in Llynfi Road in January 2008.
- 4.5.45 To the north of the settlement, a large number of properties in Dyffryn are situated in Flood Zone 3, within the floodplain of the River Llynfi. Further downstream, Flood Zone 3 is confined to the river and the A4063 until the town of Maesteg. Within Maesteg centre, Flood Zone 3 extends to a variety of existing highly vulnerable development, including residential properties and Plasnewydd Primary School. The Nant y Twlc joins the River Llynfi at the south of the Former Cooper Standard Site, resulting in areas of Flood Zone 3 across the residential properties off Heol Fach and the B4282. Flood Zone 2 extends into some playing fields, residential properties surrounding Ewenny Road station and the Former Copper Standard Site.
- 4.5.46 The Nant y Cerdin flows in an easterly direction and is culverted under Garth station to join the River Llynfi. Flood Zone 3 is largely confined to the stream itself, however Flood Zone 2 extends to the residential properties at Maiden Street.
- 4.5.47 Detailed flood mapping was developed for Maesteg in 2012 and is available upon request from NRW. This models a range of events for both the defended and undefended scenarios for the River Llynfi within Maesteg town centre, for the south of the settlement only. Where detailed flood modelling exists through Maesteg, the flood extents of the 1% AEP plus climate event are shown to largely match the outline of Flood Zone 3. Sites within these areas may therefore struggle to manage the requirements to be flood free in the 1% AEP plus climate change event. Although areas within Flood Zone 2 are shown to be flood free or have relatively low flood depths in the 0.1% AEP event, the existing Maesteg model does not model the 0.1% AEP plus

climate change event. This event must be investigated further to fully understand the flood risk within Maesteg and updated modelling would likely be required to support a robust FCA.

Valleys Gateway

4.5.48 Five rivers meet in the Valleys Gateway area (the Ogmere, Llynfi, Garw, Nant Bryncethin and Kenfig). Large areas are located within Zone C2, notably the north of Brynmenyn industrial estate, the Pandy Park Rugby Club and residential properties around Pandy Road and Maes Glas and Heol-y-bont. There are some small stretches of flood defences within the Valleys Gateway, but most are privately maintained and generally have a standard of protection of between 20 and 50 years. The NRW flood map suggests patchy areas benefiting from flood defences at Brynmenyn Industrial Estate but this is not reflected by the DAM Zone C1 classification. During the 0.1% AEP event depths of over 1.5m are modelled within the Pandy Road area, Heol-y-bont and within Brynmenyn Industrial Estate. As a result of this, in these areas it is unlikely that new developments will be able to meet the requirements of TAN15.

4.5.49 Within Aberkenfig, there is significant surface water flooding along Coronation Street and Pandy Road leading to ponding across sports fields and various educational facilities. Further areas of surface water ponding are located along Bryn Road and the residential area of Heol Adare. Surface water ponding is also identified at the household recycling centre within the Tondu area of Aberkenfig, and to the undeveloped land east of the railway, south of Sarn Hill.

Pencoed

4.5.50 Pencoed is at fluvial flood risk from a number of watercourses:

- River Ewenny running through the centre of the town
- Nant Heol Y Geiff, flowing north to south through the west of the town
- Ewenni Fach, flowing north to south to the east of Pencoed.

4.5.51 NRW historic flood outlines indicate that there is a history of flooding in Pencoed, with flooding to three large areas of settlement in 1998. The primary source of this flood risk was fluvial.

4.5.52 A large proportion of Pencoed is at risk of fluvial flooding. The River Ewenny flows in a southerly direction between the town and Pencoed Campus, resulting in significant flood risk for the town. Flood Zone 3 covers a number of residential properties to the east of Pencoed, Pencoed Comprehensive Schools sports facilities and wide areas of greenfield land north of the B4280 encompassing Nant Ciwc and number of unnamed streams joining the River Ewenny. Flood Zone 2 extends to Pencoed Comprehensive School, further sports facilities and the majority of remaining residential properties situated between the railway line, Felindre Road, the A473 and the M4.

4.5.53 Flood Zone 3 as a result of the Ewenni Fach extends into the fields east of the Pencoed Technology Park and up to the forklift training facility. Flood Zone 2 extends into the Pencoed services and associated businesses.

- 4.5.54 The Nant Heol Y Geiff flows southerly through the centre of Pencoed, west of the railway line, resulting in the surrounding residential areas located in Flood Zone 3. Flood Zone 2 extends further towards the railway line and into the playing field north of the M4.
- 4.5.55 There are no significant flood defences in Pencoed and therefore no TAN15 Defended Zones. Development must be diverted away from area of high flood risk, however much of Pencoed is shown to be at risk. Development within Pencoed must therefore consider the Justification Tests and Acceptability Criteria with care to determine if the flood consequences are deemed acceptable.
- 4.5.56 The most recent NRW Pencoed model which was updated with the most recent climate change guidance in 2020 has informed the FMfP in this settlement. Although much of the settlement is at risk of flooding in the 2117 1% AEP event, flood depths are shown to be very shallow (<100mm). Consequently, some pragmatism may be merited in the application of the Acceptability Criteria. In the 0.1% AEP event, flood depths remain generally shallow (<300mm) across the settlement with some localised areas experiencing more significant flooding. The extreme flood conditions are therefore likely to meet the tolerable conditions of the Acceptability Criteria.

Pyle, Kenfig and North Cornelly

- 4.5.57 The River Kenfig (River Cynffig) and Afon Fach flow through Pyle and confluence north of North Cornelly. There are no formal flood defences within Pyle, Kenfig and North Cornelly.
- 4.5.58 The NRW Historic Flood Outline does not include any detail of historic flood events in the Maesteg area. The BCBC PFRA highlights a historic flood event at village farm Industrial Estate in June 1998 as a result of capacity issues to a culverted section of watercourse.
- 4.5.59 The Nant lowerth-goch joins the River Cynffig at the north-east of the settlement tier which flows in the south westerly direction, resulting in the surrounding greenfield areas as Flood Zone 3. Ffynon Y Maen is at risk of flooding from the River Cynffig with the residential properties on Heol Combrensis located in Flood Zone 3 and many of the remaining properties in Flood Zone 2.
- 4.5.60 The Afon Fach flows westerly through the centre of Pyle, resulting in flood risk areas surrounding the Pyle Train Station area, particularly upstream of the culvert under the mainline. This results in the station and surrounding residential properties located in Flood Zone 3. However, this area is identified as a TAN15 Defended Zone; development can take place here regardless of the Flood Zone subject to the Justification Test and Acceptability of Consequences There is also significant flood risk to the Village Farm Industrial Estate due to the low-lying topography and under capacity of the heavily modified watercourses. This results in the majority of the industrial estate situated in Flood Zone 3 and further businesses south of Village Farm Road situated in Flood Zone 2.
- 4.5.61 The NRW Pyle detailed flood model shows significant flood depths (>600mm) in both the 1% plus climate change and 0.1% AEP events surrounding Pyle station and Village

Farm Industrial Estate. There is a realisation that some level of development of Village Farm Industrial Estate may necessary to sustain the businesses that currently occupy the site. However, model results show compliance with the Acceptability Criteria (threshold of flooding, maximum depths and velocities) is likely to be challenging to satisfy within the industrial estate. Updated modelling, including updated climate change allowances and the inclusion of recent defences is advisable to support any Flood Consequence Assessments in this area.

Porthcawl

- 4.5.62 The primary risk of flooding to Porthcawl is tidal, which is expected to increase with sea level rises brought about by climate change. The main tidal flow path is shown to be along the Eastern promenade through the centre of the settlement to the area behind New Road. Much of this area is located in Flood Zone 3, including a large number of existing residential and commercial properties, Porthcawl Primary School, and public facilities including Awel-y-mor community centre. There is another flow path and smaller area of flooding in Newton, along Beach Road to St John's Drive.
- 4.5.63 Porthcawl and Newton are protected by existing coastal flood defences that protect existing property against a 1in200year tidal event. This is not currently (July 2022) recognised in the Flood Map for Planning as in its first iteration not all local authority flood defence assets were picked up. As a result, BCBC recently submitted to NRW and had approved, a flood map challenge to attribute a TAN15 Defended Zone to all of Porthcawl and Newton. This new Defended Zone will be included in the November 2022 update of the Flood Map. All types of development may take place in a TAN-15 Defended Zone, subject to the Acceptability Criteria and provided it is previously developed land.
- 4.5.64 As a result of the predicted future tidal flood risk in Porthcawl, BCBC is progressing with development of the Porthcawl Flood Defence scheme. Once completed in late 2022, this scheme will maintain for most areas of the town the current standard of flood protection for the next 100 years. This shall enable more favourable assessments of the Acceptability Criteria for development in the Defended Zone.
- 4.5.65 The Flood Defence Scheme is being delivered in two phases. Phase 1 (Eastern Promenade) will protect the Salt Lake area and existing development to the north. 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 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. 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.
- 4.5.66 The FMfP Surface Water and Small Watercourses indicates that the Porthcawl area is generally not susceptible to surface water flooding. Notable areas of surface water flood risk include:
- An area of ponding on agricultural land north of Nottage Road at its junction with Zig Zag lane. From this point surface water continues to flow in a southerly

direction towards residential areas south of Nottage Road, towards the north of Porthcawl;

- Ponding to the north of Nottage Road at its junction with the A4229, where an unnamed watercourse is culverted beneath the highway junction;
- Ponding where the watercourse flows south into the Wilderness Lake;
- There are two records for historic flooding on Marlpit Lane, although the surface water flood map shows no areas of susceptibility on Marlpit Lane; and
- A small preferential flow path can be seen along St John's Drive and Mayfield Avenue, towards the eastern extent of Porthcawl, affecting several residential properties.

4.6 Utilities

Water and Waste Water

- 4.6.1 Welsh Water owns, operates, maintains, improves and extends the system of public sewers, water mains and associated apparatus together with treatment works and pumping stations and has corresponding statutory duties to ensure effectual drainage and for making available supplies of water.
- 4.6.2 Welsh Water is very clear that supporting development is a primary objective, alongside the core purposes to deliver effective sanitation and safe drinking water to customers. In seeking to support growth Welsh Water rely heavily on the planning system to ensure that adequate infrastructure is in place (and in time) to serve development. This is reflected in national planning guidance and in the importance attributed to involvement as a specific consultee in the LDP and statutory consultee in the planning application process. Welsh Water is therefore reliant on LPAs through the development management process to appropriately safeguard assets and therefore customers and the environment.
- 4.6.3 Capital investment in water and sewerage infrastructure is managed in 5 year Asset Management Plans (AMP). AMP6 ran from April 2015 to March 2020 with the current AMP7 running from April 2020 to March 2025 – subsequent AMPs will follow on in this way. The AMP, along with delivering essential investment in infrastructure from an operational and maintenance perspective, seeks to ensure appropriate large-scale investment is undertaken to provide capacity for new development and growth.
- 4.6.4 The AMP programme is funded via the revenue received through annual customer bills paying for the water and / or sewerage services. A key consideration as part of this is to ensure that customers' bills are affordable to them which is approved by the independent regulator Ofwat. This creates a natural tension with the level of investment that can be supported in any particular AMP period. Unsurprisingly therefore, Welsh Water must prioritise the funding available to ensure it is used in the most appropriate way, but the not for profit status results in further infrastructure investment than if there were shareholders.
- 4.6.5 As can be appreciated, Welsh Water's operational area covers all 25 Welsh LPAs as well as the whole of the English County of Herefordshire, and parts of some other

bordering English LPAs. As such, a cost/benefit analysis needs to be undertaken to determine what schemes are the most feasible and affordable to undertake given that a balance needs to be struck with day-to-day operational investment and the need to ensure that customer bills remain affordable.

- 4.6.6 Where no scheme is proposed in the AMP, developers can accelerate the provision of reinforcement works themselves via the requisition provisions of the Water Industry Act (WIA) 1991 or via Planning Obligation Agreements under the TCPA 1990. It should be noted that the requisition provision of the WIA 1991 only applies to water and sewerage network reinforcement works. Funding to deliver reinforcement works at a Waste Water Treatment Works (WWTW) can be delivered via Section 106 of the Town and Country Planning Act 1990.

Water supply

- 4.6.7 Bridgend CBC area is within the Tywi Conjunctive Use System (CUS) Water Resource Zone (WRZ). Water is abstracted from the River Tywi at Nantgaredig and pumped to the Felindre Water Treatment Works (WTW) which in turn supplies Bridgend. Welsh Water's Final Water Resources Management Plan (2019) which looks ahead to 2050 does not anticipate there being any significant concerns in Tywi CUS WRZ during the LDP period.
- 4.6.8 Whilst there are no significant existing capacity concerns with regard to the water supply network across the Bridgend CBC area, this does not mean that the local water supply network is sufficient to supply proposed larger development sites such as sustainable urban extensions. In these instances, developers may need to fund hydraulic modelling assessments (HMA).

Public sewerage network

- 4.6.9 Whilst there have been isolated incidences of hydraulic overload on parts of the public sewerage network, Welsh Water have no major concerns regarding its' capacity. As with the water supply network, this does not mean that local sewerage networks are sufficient to accommodate the flow from larger development sites such as sustainable urban extensions. In these instances, developers may need to fund hydraulic modelling assessments (HMA).

Wastewater treatment works (WwTW)

- 4.6.10 The vast majority of the Bridgend CBC area is served by the Penybont WwTW, namely the settlements of Bridgend, Pencoed, Porthcawl and each of the valleys aside from the settlements of Maesteg and Nantyffyllon. This is one of the largest WwTW in south Wales and there are no current concerns regarding its capacity to accommodate the growth proposed in the LDP.
- 4.6.11 Maesteg and Nantyffyllon are served by Maesteg WwTW. Whilst there are no existing capacity concerns at this WwTW, there will likely come a time over the LDP period whereby reinforcement works will be required if all the growth proposed is delivered.

As such, Welsh Water will monitor the housing trajectories within these settlements throughout the plan period.

- 4.6.12 The settlements of Cefn Cribbwr, Kenfig Hill, Pyle, North & South Cornelly are all served by Afan WwTW. Again, this is one of the largest WwTW in south Wales and there are no current concerns regarding its capacity to accommodate the growth proposed in the LDP.

Hydraulic Modelling Assessment (HMA) process

- 4.6.13 A HMA assesses the capability of the water or sewerage network to accommodate a development site. Typically they are only required on larger development sites where the proposal is of a size and scale to cause detriment to the existing network. Once a HMA is complete, it will give a recommended solution for network reinforcements that the developer will need to fund by way of the requisition provisions of the Water Industry Act or via a legal/commercial agreement with Welsh Water. To control the connection, Welsh Water would ask the LPA to include a pre-occupation condition on the decision notice to ensure the reinforcement works are completed prior to the site connecting to the network.
- 4.6.14 Welsh Water considers there are no major constraints to the development growth proposed in the LDP being delivered; a combination of reinforcement works through the business' own capital investment, developer contributions via section 106 agreements and the requisition process can ensure that the allocations are delivered within the plan period.

Gas & Electricity

- 4.6.15 National Grid Electricity Transmission (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses. Western Power Distribution owns and operates the local electricity distribution network in Bridgend County Borough Council. National Grid seeks to encourage high quality and well-planned development in the vicinity of its high voltage overhead lines. Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court. National Grid, in association with David Lock Associates has produced 'A Sense of Place' guidelines, which provide detail on how to develop near overhead lines and offers practical solutions which can assist in avoiding the unnecessary sterilisation of land near high voltage overhead lines.
- 4.6.16 Potential developers of these sites should be aware that it is National Grid policy to retain existing overhead lines in-situ. The relocation of existing high voltage overhead lines will only be considered for projects of national importance which has been identified as such by central government.
- 4.6.17 National Grid Gas (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use. Wales and West Utilities distribute gas in the Bridgend CBC area. As a general rule, the

Bridgend network has enough capacity to maintain pressures, but any future plans for development on extremities of the network will likely result in infrastructure upgrades (reinforcement). This can be applied as a general principle for all networks. When looking at reinforcement projects, Wales and West calculate the projected cost to construct the pipeline and look at revenue they are likely to receive from transporting gas to the new development. This means that they will potentially fund some or all of the potential reinforcement costs. Generally, the higher the pressure the least chance of reinforcement but High Pressure connections are only cost effective if the development site is of a very large scale. Within BCBC, a high pressure gas line runs from East to West starting to the north of Pencoed and maintaining a route north of the Valleys Gateway settlements, traversing the A4061, A4063, A4064 and Bettws Road. After passing to the north of Coytrahen the line exits the borough to the north of Margam mine. Two high pressure spurs follow a southwards path to the east and west of Pencoed. The line to the east passes through the Pencoed Campus College site, traverses the M4 and continues to Waterton. National Grid requests that any High-Pressure Gas Pipelines are taken into account when site options are developed in more detail. These pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave existing transmission pipelines in situ.

- 4.6.18 National Grid have land rights for each asset which prevents the erection of permanent/temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid easement strip, and a deed of consent is required for any crossing of the easement.

Telecommunications

- 4.6.19 The provision of full fibre connectivity is a primary responsibility of the UK Government. Despite not being devolved, the Welsh Government's Superfast Cymru programme has provided 733,000 premises across Wales with access to fast fibre broadband and, as a result, superfast broadband coverage has more than doubled in Wales and now covers almost 95% of all premises. Superfast is defined as broadband speeds over 30Mbps. Whilst Superfast Cymru targeted properties and localities where the private sector had no plans to do so, there remains properties without access to fast broadband, particularly in rural areas.
- 4.6.20 Within BCBC, according to the latest Ofcom data, 98.13% of properties have access to Superfast broadband. In 2019, the Welsh Government undertook a consultation exercise inviting telecommunications suppliers, local authorities, industry organisations and members of the public to identify postcodes and premises that are still without a connection to Superfast Broadband. The responses were analysed by Welsh Government and classified according to their coverage status to identify where private sector investment in Next Generation Access (NGA – broadband provision of 30Mbps or greater) has already occurred, is currently being undertaken, or is planned in the next three years. Premises and postcodes are classified as follows:

With regard to premises:

- "Grey" premises – only one broadband infrastructure operator providing NGA services to that premises.

- “Black” premises – at least two broadband infrastructure operators providing NGA services to that premises.
- “White” premises - no NGA broadband infrastructure operators are present.

With regard to postcodes:

- Grey postcode - only one broadband infrastructure operator providing NGA to that postcode.
- Black postcode - at least two broadband infrastructure operators providing NGA services to that postcode. A postcode is also Black if there is one postcode provider and one or more premises providers providing NGA services.
- White postcodes - no NGA broadband infrastructure operators are present providing NGA services.

4.6.21 The classification also includes Under Review areas (both for premises and postcodes) and “Filtered” premises. Under Review areas have been indicated by broadband infrastructure providers to have planned commercial coverage for NGA broadband. However, at present these particular NGA upgrades and/or network rollouts have not been fully proven and/or completed, and therefore may be ‘at risk’ of being completed and NGA services being delivered to these premises. Filtered premises are those that are unlikely to represent end-points eligible for a NGA service. These have been removed from the Potential Intervention Area. Examples include, but are not limited to ponds, property shells and playing fields.

4.6.22 Within Bridgend, the number of premises falling into the different categories is as follows:

| | Black premises | Grey premises | White premises | Under Review | Filtered | TOTAL |
|----------|----------------|---------------|----------------|--------------|----------|-----------|
| Bridgend | 4,922 | 60,495 | 2,403 | 2,192 | 379 | 70,391 |
| Wales | 372,475 | 1,110,331 | 79,023 | 76,674 | 12,733 | 1,651,236 |

The location of the 2,403 white premises provides a focus for future intervention when considering the mitigation required in the determination of planning applications. The postcode data reveals clusters of premises located in the following mainly rural communities:

- Llangynwyd
- Cwmfelin
- Nantyllyllon
- Heol y Cyw
- Nantymoel
- Blackmill
- Evanstown
- Cefn Cribwr

The above is not an exhaustive list, and in addition, there are also isolated clusters of premises in Porthcawl, Bridgend Town Centre (particularly Mackworth St, Wyndham St & Market St) and Bridgend Industrial Estate.

4.7 Community and Cultural Facilities

- 4.7.1 Bridgend County Borough is a small but remarkably diverse area, demonstrating centuries of human interaction with the natural environment. The northern half of the County Borough comprises the steep-sided valleys and commons, which form part of the wider coalfield plateau of South Wales with pockets of pastoral farmland and rough grazing land. The high open plateau is cut dramatically by the three valleys of the Llynfi, Garw and Ogmore, within which sit characterful mining settlements with rows of workers' terraces spreading ribbon-like up the valley sides. Outstanding examples of industrial heritage also remain, such as the 19th Century Tondy Ironworks, recognised as one of the best preserved Victorian ironworks in Wales.
- 4.7.2 To the south, the landscapes of the County Borough meet the sea, including part of the Vale of Glamorgan Heritage Coast – the first to be designated in Wales in 1973. This dramatic and wild coastline provides a stark contrast to the nearby settlements with their strong human influence (including the tourist centre of Porthcawl and nearby steelworks at Neath Port Talbot). The coast includes the highest sand dunes in Britain at Merthyr Mawr, part of an internationally important network of coastal habitats, which provide a scenic frontage to the County Borough.
- 4.7.3 Bridgend County Borough has a wealth of diverse historic buildings, towns, archaeology and landscapes. These heritage assets have contributed to growth and evolution over many centuries. Historic assets include:
- 373 listed buildings and structures
 - 60 scheduled ancient monuments
 - 16 conservation areas
 - five historic parks and gardens
 - 525 buildings on the draft local list
 - sites or areas of archaeological significance
 - one historic landscape of outstanding historic interest in Wales
 - one historic landscape of special historic interest in Wales, plus one on the county boundary

CADW and GGAT have been engaged in the Candidate Site Assessment process from the initial stages to enable a comprehensive assessment of the suitability of sites against their likely archaeological impact. This has enabled any necessary mitigation measures to be recommended and identified at an early stage in the assessment and accounted for in the masterplanning work undertaken by site promoters.

- 4.7.4 Awen Cultural Trust was established in 2015 as a charitable organisation with the objective of enhancing cultural opportunities in Bridgend and the wider region. Working in partnership with Bridgend County Borough Council and other key stakeholders, Awen manage the following facilities:

- Libraries – Aberkenfig, Betws, Bridgend, Maesteg, Ogmore Vale, Pencoed, Pontycymmer, Porthcawl, Pyle, Sarn, Y Llynfi (plus a Housebound Service and Mobile Library)
- Bryngarw Country Park
- Grand Pavilion, Porthcawl
- Maesteg Town Hall
- Awel-Y-Mor Community Centre in Porthcawl
- Betws Life Centre
- Coity and Litchard Higher Community Centre
- Blaengarw Workmen’s Hall

4.7.5 Since 2012, BCBC have partnered with Halo Leisure to manage the following eight leisure centres and swimming pools with the aim of improving the County Borough’s wellbeing. The Healthy Living Partnership was set up to develop children and young people, and healthier and stronger communities:

- Bridgend Life Centre
- Garw Valley Life Centre
- Maesteg Sports Centre
- Maesteg Swimming Pool
- Ogmore Valley Life Centre
- Pencoed Swimming Pool
- Pyle Swimming Pool
- Ynysawdre Swimming Pool

4.7.6 The LDP contains policies that seek to protect, preserve and enhance the cultural and community facilities within the County Borough. Where opportunities are identified, the provision of new facilities will be sought either through the supply of additional land or by extending existing facilities. Shared use of facilities, potentially incorporating ancillary commercial elements will be encouraged to make them sustainable in the longer term.

4.7.7 The co-location of multiple uses in close proximity or in one building is important in providing a range of activities to meet the communities’ diverse needs. Co-location provides the opportunity for sustainable linked activities and has potential to create a greater sense of ownership and community. At the same time, this model of provision also provides better value for money in terms of operating costs. An opportunity exists to realise this in the design of community-focussed schools as part of the School Modernisation Programme, new health facilities and provision of community hubs.

5 Summary of existing Infrastructure pressures

5.1 From the consultation undertaken at each key stage of the LDP preparation, discussions held with key stakeholders and information exchanged through the PSB, a headline assessment has been made of existing infrastructure provision across the County Borough. This has enabled the following RAG assessment corresponding to the key settlements identified in the Bridgend Settlement Assessment and the Bridgend Settlement Hierarchy:

| INFRA TYPE | SETTLEMENT | | | | | |
|-------------------|------------|---------|-----------|---------|--------------------------------|-----------------|
| | Bridgend | Maesteg | Porthcawl | Pencoed | Pyle, Kenfig Hill & N Cornelly | Valleys Gateway |
| Active Travel | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow |
| Road | Yellow | Yellow | Yellow | Yellow | Yellow | Red |
| Rail | Green | Yellow | Yellow | Yellow | Green | Green |
| Primary Schools | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow |
| Secondary Schools | Red | Green | Green | Green | Green | Green |
| Primary Care | Yellow | Green | Green | Yellow | Yellow | Yellow |
| Open Space | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow |
| Flood Risk | Yellow | Green | Red | Yellow | Green | Yellow |
| Water | Green | Yellow | Green | Green | Green | Green |
| Gas | Green | Green | Green | Yellow | Green | Green |
| Electric | Green | Green | Green | Green | Green | Green |
| Broadband | Green | Green | Green | Green | Green | Green |

5.2 The key infrastructure capacity constraints, highlighted in red, are as follows:

- M4 Junction 36
- Secondary School Capacity, Bridgend West
- Coastal Flood Risk, Porthcawl

These issues have influenced the development of the LDP strategy and where appropriate, mitigation has been identified in the Infrastructure Schedule in Section 6.

5.3 The information gleaned throughout this exercise has been used to help inform the infrastructure required to deliver the individual policies and land use allocations, which are discussed in more detail in the following sections.

6 Infrastructure Delivery Schedule

6.1 It is not possible to foresee every single possible infrastructure requirement. Therefore this IDP will continue to be updated and should not be read as an exhaustive assessment of infrastructure requirements at one moment in time.

6.2 The following broad categories of infrastructure are included in the delivery schedules:

- Transport (walking and cycling, road and rail),
- Education (nursery, primary, secondary),
- Health (hospitals, health centres, dentists, care of the elderly),
- Environmental Management (green infrastructure, biodiversity assets, flood risk and surface water management),
- Utilities (Water and wastewater, gas, electricity and telecommunications).
- Cultural and Community Assets

6.3 For each element of infrastructure identified (whether on or off-site) the following information is provided:

- Project ID and Priority Status (more detail in 5.4 below);
- Infrastructure Project / Scheme Description;
- LDP Site Allocation Reference/Policy or whether the infrastructure is 'site specific' or a 'Borough wide' requirement;
- Estimated cost;
- Funding Sources
- Identification of Responsible Delivery Body and how the infrastructure element relates to their priorities, schedules and plans;
- If there is any identified funding gap;
- A brief summary of any risks of non-delivery, plus, where appropriate, any contingency provisions;
- Anticipated delivery period & phasing details;
- Evidence Base for the need and/or identification of the infrastructure project; and any
- Additional Notes

6.4 Each item of infrastructure detailed within the IDP has been given a priority status categorised as either:

| | |
|------------------|--|
| Essential | Infrastructure critical to the delivery of the LDP (i.e. must happen to enable growth) |
| Required | Measures which are required by policy to mitigate the impacts arising from development or to support wider strategic or site-specific objectives or are subject to a statutory duty but would not necessarily prevent development from occurring. The exact details to be the subject of further negotiation in light of additional evidence of need and/or viability. |
| Desirable | Important infrastructure that is unlikely to prevent development in the short to medium term but is vital as a part of effective place making. |
| Delivered | Measures previously identified where updated evidence shows that issues have been resolved or infrastructure has been delivered. |

6.5 Where appropriate, notes and caveats are provided at the start of each sub-section of the Schedule to highlight information relevant to each particular type of infrastructure requirement:

- Sources of information/evidence
- processes of delivery
- assumptions relating to costing/phasing;
- any detailed assessments which will be necessary to determine further detail of level/nature of infrastructure required

Schedule of Infrastructure Projects

| Priority Status | |
|------------------|---|
| Essential | Critical to the delivery of the LDP |
| Required | Required by policy to mitigate the impacts of development |
| Desirable | Unlikely to prevent development but helps to deliver place making objectives |
| Delivered | Issues have been resolved or infrastructure delivered |

1. Transport Infrastructure

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|---|--|-------------------------|------------------|---------------------------|------------------------|--|---------------------------|---|--|
| 1.1 Walking and Cycling – Active Travel | | | | | | | | | | |
| 1.1.1 | INM-POR-01 Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12: Active Travel | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process | Active Travel Network Map (ATNM) Candidate Site Submission (CSS) Site Masterplan & Transport Assessment (TA) Site Viability Assessment (IFVA) |
| 1.1.2 | INM-POR-12 Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | ATNM CSS TA IFVA |
| 1.1.3 | INM-POR-13 Cycling / Shared-Use | PLA1: Porthcawl Waterfront | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will | 2023-2027 2028-2033 | Developer to deliver. Exact | ATNM |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|-------------------------|------------------|---------------------------|------------------------|--|---------------------------|---|--------------------------------|
| | Enhanced link to Porthcawl town centre from Porthcawl Primary School | Regeneration Area PLA12 | | | | | reduce the traffic flows across the network and hence mitigate the impact of LDP development | | extent of works to be confirmed as part of master planning process. | Site Masterplan & TA IFVA |
| 1.1.4 | INM-POR-14 Cycling / Shared-Use Upgrade existing off-road footpath to make suitable for shared use between Newton and Porthcawl town centre via Trecco Bay | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.5 | INM-POR-15 Cycling / Shared-Use Long term proposal to connect Bridgend and Porthcawl | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.6 | INM-POR-17 Cycling / Shared-Use New off-road active travel route from Rhych Avenue to Newton Primary School/Sandy Lane | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.7 | INM-POR-18 Cycling / Shared-Use New active travel route from Dan-y-Graig to Newton Primary School/ Porthcawl Commercial Centre | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.8 | INM-POR-22 – Walking | PLA1: Porthcawl Waterfront | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will | 2023-2027 2028-2033 | Developer to deliver. Extent of | ATNM |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|-------------------------|------------------|---------------------------|------------------------|--|---------------------------|--|--------------------------------|
| | | Regeneration Area PLA12 | | | | | reduce the traffic flows across the network and hence mitigate the impact of LDP development | | works to be confirmed as part of master planning process | Site Masterplan & TA IFVA |
| 1.1.9 | INM-POR-23 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.10 | INM-POR-24 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.11 | INM-POR-25 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.12 | INM-POR-26 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.13 | INM-POR-28 - Walking | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|--------------------------------|
| | | | | | | | of LDP development | | | |
| 1.1.14 | <p>INM-POR-15 Cycling / Shared Use</p> <p>Long term proposal to connect Bridgend and Porthcawl</p> <p>Upgrade route on western boundary of site to accommodate all modes of transport.</p> | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>PLA12</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.15 | <p>INM-BR-46</p> <p>Extend through Technology Park & connect with INM-POR-15 to the western boundary of site.</p> <p>Extend route on Ewenny Road southwards to link in with proposed upgraded junction that will serve the proposed Tennis Centre.</p> | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>PLA12</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.16 | <p>INM-BR-48 Cycling / shared use</p> <p>Extension to existing active travel link from Broadlands to Brynteg Comprehensive School</p> <p>INM-BR-75 Cycling / shared use -</p> <p>New section of shared-use path on A48 within vicinity of proposed site access including a crossing point with</p> | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>PLA12</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|--------------------------------|
| | northern side of carriageway. Link up with INM-BR-49 (west) and east towards Ewenny Roundabout (INM-BR-45) | | | | | | | | | |
| 1.1.17 | INM-BR-45 Cycling / shared use Shared-use off-road route along A48 between Broadlands and Bridgend Industrial Estate | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.18 | INM-BR-49 Cycling / shared use New shared-use off-road route from Broadlands link to Bridgend town centre via Newbridge Fields | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.19 | INM-BR-132 Cycling / Shared-Use | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.20 | 2378 Footway (alongside road) | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.21 | INM-BR-52 Cycling / Shared-Use | PLA3: Land West of Bridgend | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will | 2023-2027 2028-2033 | Developer to deliver. Extent of | ATNM |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|--------------------------------|
| | | PLA12 | | | | | reduce the traffic flows across the network and hence mitigate the impact of LDP development. | | works to be confirmed as part of master planning process. | Site Masterplan & TA IVFA |
| 1.1.22 | INM-BR-55 Cycling / shared use Improvement to link from existing off-road shared-use route to proposed Merlin Crescent route | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.23 | INM-BR-57 Cycling / shared use New shared cycle / footway on the northern side of A473, connecting the site with INM-BR-57 linking to shops at Bryntirion. Footway widened to the west of the site access to provide better connection to eastbound bus stop on A473 | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.24 | INM-BR-58 Cycling / Shared use Improvement to on-road route between Broadlands and Bridgend town centre | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.25 | 2120 Broadlands to Laleston Shared use crossing of new site access junction to connect internal | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|-----------------------------------|
| | cycleway/footway with BRC9b on southern side of the A473. This will enable connection to INM-BR-58 and INM-BR-52 . | | | | | | of LDP development. | | | |
| 1.1.26 | INM-BR-127 Cycling / Shared-Use | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | ATNM Site Masterplan & TA IFVA |
| 1.1.27 | Green Travel Corridor Llangewydd Road to be closed to motor vehicles (except emergency) between Bryntirion and where it joins lane running north-south. To facilitate safe connection to INM-BR-55 and INM-57 . | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process Feasibility of route to be discussed with BCBC Highways | ATNM Site Masterplan & TA IFVA |
| 1.1.28 | INM-PE-2 Cycling / Shared-Use New shared-use off-road route from Pencoed college campus to links in RCT. | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.29 | INM-PE-8 Walking Footway to be widened and dropped kerbs where possible along Penybont Road. Feasibility and implementation of | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|--------------------------------|
| | shared access route to Pencoed Railway Station | | | | | | | | | |
| 1.1.30 | INM-PE-12 Shared-Use | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.31 | INME-PE-13 Shared use Implement INM-PE-13 shared-use off-road route from Pencoed College to employment site at Junction 35 and Pencoed Technology Park Undertake feasibility of extending INM-BR-13 through M4 Junction 35 along A473. Current linkage to/from Bridgend town centre is INM-BR-9 along Coychurch Road | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.32 | INM-PE-20 Walking | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.33 | INM-PE-26 Shared-Use | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--------------------------------------|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|--------------------------------|
| | | | | | | | of LDP development | | | |
| 1.1.34 | INM-PY-18 Cycling / Shared Use New off-road active travel route between Pyle and Bridgend via Laleston | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.35 | INM-PY-12 Walking New section of footway from A48 Pyle Road to Pyle railway station access and footbridge | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.36 | INM-PY-13 Cycling / Shared Use Enhanced link from Village Farm Industrial Estate to Pyle railway station including some off-road provision Link up INM-PY-9 with INM-PY-13 via proposed footbridge. | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.37 | INM-PY-16 Cycling / shared used Improvement to alternative route from Village Farm industrial estate to Pyle railway station including new footbridge suitable for shared use | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.38 | INM-PY-27 Walking | PLA5: Land East of Pyle | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will | 2023-2027 2028-2033 | Developer to deliver. Extent of | ATNM |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|-------------------------|--|---------------------------|------------------------|---|---------------------------|--|--------------------------------|
| | | PLA12 | | | | | reduce the traffic flows across the network and hence mitigate the impact of LDP development. | | works to be confirmed as part of master planning process. | Site Masterplan & TA IFVA |
| 1.1.39 | New shared use pedestrian / cycle footbridge across Railway | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 2028-2033 | Developer to deliver. Extent of works to be confirmed as part of master planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.43 | INM-BR-128 Shared-Use | COM1(2) Craig y Parcau PLA12 | Costs to be established | Developer funded and secured through Section 106 Agreement | Developer | tbc | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 | Exact extent of works required and s106 contribution to be confirmed as part of planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.44 | INM-BR-48 Shared-Use | COM1(2) Craig y Parcau PLA12 | Costs to be established | Developer funded and secured through Section 106 Agreement | Developer | tbc | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 | Exact extent of works required and s106 contribution to be confirmed as part of planning process | ATNM Site Masterplan & TA IFVA |
| 1.1.45 | Upgrading of Broadlands roundabout for pedestrians & cyclists | COM1(2) Craig y Parcau PLA8(8) PLA12 | Costs to be established | Developer funded and secured through Section 106 Agreement | Developer | tbc | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 | Exact extent of works required and s106 contribution to be confirmed as part of planning process | ATNM Site Masterplan & TA SVA |
| 1.1.46 | INM-MA-34 Walking | COM1(4) Land South of Pont Rhyd-y-cyff PLA12 | Costs to be established | Developer funded | Developer | tbc | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact | 2023-2027 | Exact extent of works required and s106 contribution to be confirmed as part | ATNM Site Masterplan & TA SVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|-------------------------|---|---------------------------|------------------------|--|----------------------------|--|--|
| | | | | | | | of LDP development. | | of planning process | |
| 1.1.47 | INM-MA-34 Walking | COM1(3) Land South East of Pont Ryd-y-cyff PLA12 | Costs to be established | Developer funded | Developer | tbc | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 | Exact extent of works required and s106 contribution to be confirmed as part of planning process | ATNM Site Masterplan & TA SVA |
| 1.1.48 | INM-MA-34 Walking | COM1(5) Land South West of Pont Rhyd-y-cyff PLA12 | Costs to be established | Developer funded | Developer | tbc | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2027 | Exact extent of works required and s106 contribution to be confirmed as part of planning process | ATNM Site Masterplan & TA SVA |
| 1.1.49 | PROW onsite, adjacent to or near site requiring potential connection, improvement or incorporation into site's design | All COM1 Housing sites PLA9 Applies to all allocated sites and windfall sites | To be provided on-site | Developer funded | Developer BCBC | n/a | Decrease in quality and amount of PROW within the County Borough | Initial development phases | To be addressed through planning application process | Site Masterplans |
| 1.2 Road and Rail | | | | | | | | | | |
| 1.2.1 | New Roundabout at Griffin Park and site access from Sandy Bay Link Road | PLA1: Porthcawl Waterfront Regeneration Area | £3,759,357 | Developer to provide as part of PLA1 | Developer | None | Inadequate provision of road infrastructure will result in significant increases in journey times and will have a negative impact on road safety | 2023-2028 | Exact alignment to be confirmed | Strategic Transport Appraisal (STA) Site Masterplan & TA IFVA |
| 1.2.2 | Provision of 0.12ha of land to deliver a public transport terminus | PLA1: Porthcawl Waterfront Regeneration Area PLA8(2) | Land dedication | Developer to allocate land within the site BCBC | Developer BCBC | tbc | Inadequate provision of road infrastructure will result in significant increases in journey | 2023-2028 | CCR funding bid | Site Masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|--|------------------|---------------------------|------------------------|--|---------------------------|--|-------------------------------|
| | | | | | | | times and will have a negative impact on road safety | | | |
| 1.2.3 | New A48 site access | PLA2: Land South of Bridgend (Island Farm) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | New access will follow alignment of the access included as part of the extant planning consent | STA Site Masterplan & TA IFVA |
| 1.2.4 | Emergency Access through Bridgend Technology Park | PLA2: Land South of Bridgend (Island Farm) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Need to be confirmed in discussions with BCBC Highways | STA Site TA |
| 1.2.5 | Ewenny Roundabout (signalised) Conversion to a signalised crossroads arrangement | PLA2: Land South of Bridgend (Island Farm) PLA8(8) | Provided as part of highway works Developer Cost Estimate: £2,130,000 | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process Preliminary Design and Cost Estimate | STA Site TA IFVA |
| 1.2.6 | Picton Court Roundabout Geometric improvements or signalised crossroads with controlled crossing stages. | PLA2: Land South of Bridgend (Island Farm) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site TA |
| 1.2.7 | Broadlands Roundabout Alterations to entry arm geometry | PLA3: Land West of Bridgend PLA8(8) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|-------------------------------------|------------------|---------------------------|------------------------|--|---------------------------|--|--------------------------|
| | | | Developer Cost Estimate: £2,846,000 | | | | increases in journey times and will have a negative impact on road safety | | | |
| 1.2.8 | A473 Site Access Safe access requires a 3 arm traffic signal-controlled junction with the A473 | PLA3: Land West of Bridgend | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.9 | Junction improvements on A473/Broadlands to improve highway safety | PLA3: Land West of Bridgend | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.10 | Secondary / emergency access through Llangewydd Rd / stop up to traffic | PLA3: Land West of Bridgend | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | To be delivered following consultation with Road Safety / Highways | Site Masterplan & TA |
| 1.2.11 | Northern access New priority junction with A473 which includes right turn lane from the A473 into the site | PLA4: Land East of Pencoed | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.12 | Southern access New priority junction with Felindre Road. | PLA4: Land East of Pencoed | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|-----------------------------------|------------------|--|------------------------|--|---------------------------|--|------------------------------------|
| | | | | | | | signification increases in journey times and will have a negative impact on road safety | | | |
| 1.2.13 | Highway improvements to the A48/A4229 roundabout to improve traffic flow and highway safety | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.14 | Downgrade the A48 to provide new shared footways, cycleways and improved crossing facilities to enhance pedestrian safety in the vicinity of the site | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer Network Rail BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Exact nature of works required to be discussed with BCBC Highways | Site Masterplan & TA |
| 1.2.15 | New access junction on the A4229, additional access to the western land parcel will be provided via a new 4-arm MOVA controlled staggered signal junction on the A48 (western parcel) | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.16 | A48 junction will form a 3-arm MOVA controlled signal junction with a 7.3m wide access road (eastern parcel) | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.17 | New Footbridge over Railway Line | PLA5: Land East of Pyle | Option 1 - £1,239,549 | Developer funded | Developer in liaison with Network Rail | None | Inadequate provision of safe pedestrian facilities | 2023-2028 | Detailed design to be progressed | CSS: Pyle proposed footway works – |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|-----------------------------------|------------------|---------------------------|------------------------|--|---------------------------|--|-----------------------------------|
| | | | | | | | will have a negative impact on highway safety | | as part of master planning process | cost estimate (October 2020) IFVA |
| 1.2.18 | Emergency access through Village Farm Industrial Estate | PLA5: Land East of Pyle | Costs to be established | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |
| 1.2.20 | Access to the site will be via the existing southern arm off Broadlands Roundabout, which will be upgraded to accommodate the development traffic. | COM1(2) Craig-y-Parcau | Provided as part of Highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |
| 1.2.21 | Existing access off A4063 which previously served the site's former use will be reinstated and improved to provide a simple priority junction with Bridgend Road. | COM1(4) Land South of Pont-Rhyd-y-Cyff | Provided as part of Highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |
| 1.2.22 | Priority junction on to the A4063 Bridgend Road fronting the site | COM1(3) Land South East of Pont-Rhyd-y-Cyff | Provided as part of Highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |
| 1.2.23 | Priority junction with a ghost island right turn lane. | COM1(5) Land South West of Pont Rhyd-y-Cyff | Provided as part of Highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|---|-----------------------------|---------------------------|------------------------|--|---------------------------|---|----------------------------|
| | | | | | | | increases in journey times and will have a negative impact on road safety | | | |
| 1.2.24 | Bus corridor improvements – Llynfi Valley corridor. Improvements to bus stop facilities along key corridors. | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | n/a | Schemes to be identified as a requirement of a planning application | Local Transport Plan (LTP) |
| 1.2.25 | Bus corridor improvements – Garw Valley corridor Improvements to bus stop facilities along key corridors | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | n/a | Schemes to be identified as requirement of planning application | LTP |
| 1.2.26 | Bus corridor improvements – Ogmere Valley corridor | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and | n/a | Schemes to be identified as requirement of planning application | LTP |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|---|-----------------------------|---------------------------|------------------------|--|---------------------------|---|---------------|
| | Improvements to bus stop facilities along key corridors | | | | | | investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | | | |
| 1.2.27 | Bus corridor improvements – Aberkenfig – Bryncethin corridor Improvements to bus stop facilities along key corridors | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | n/a | Schemes to be identified as requirement of planning application | LTP |
| 1.2.28 | Bus corridor improvements – Pyle – Aberkenfig corridor Improvements to bus stop facilities along key corridors | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an | n/a | Schemes to be identified as requirement of planning application | LTP |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--------------------------------------|---|---|---------------------------|------------------------|--|---------------------------|---|----------------|
| | | | | | | | alternative to the private car. | | | |
| 1.2.29 | Bus corridor improvements: Pencoed – Pyle corridor Improvements to bus stop facilities along key corridors | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | n/a | Schemes to be identified as requirement of planning application | LTP |
| 1.2.30 | Bus corridor improvements – Porthcawl – Cornelly corridor Improvements to bus stop facilities along key corridors | PLA8(1) | Cost to be established dependent on nature of project | Developer S106 Contribution | Developer BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | n/a | Schemes to be identified as requirement of planning application | LTP |
| 1.2.31 | New transport interchange at Porthcawl | PLA8(2) PLA1 Porthcawl Waterfront | To be delivered as part of PLA1 | Developer land contribution CCR Metro scheme | BCBC | TBC | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services | 2023-2028 | Refer to Design Study | BCBC Engineers |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|--|---------------------------|------------------------|--|---------------------------|--|---|
| | | | | | | | themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | | | |
| 1.2.32 | Maesteg – Bridgend railway line capacity improvements | PLA8(3) | Unknown | TfW WG Network Rail | TfW | n/a | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | 2018-2023 | TfW plan to introduce new rolling stock and re-use passing loop to increase services | TfW consultation CCR Metro proposals |
| 1.2.33 | New Station and Park & Ride, Brackla | PLA8(4) | Unknown | WG – LTF BCBC TfW Network Rail CCR | TfW / WG | n/a | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | 2028-33 | Land safeguarded; Provision of a Station dependent on grant funding. | Local Transport Fund (LTF) – Metro Plus phase 2 programme |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|-------------------------------------|--|----------------------------------|------------------------|--|---------------------------|---|---|
| 1.2.34 | Park & Ride, Pencoed Expansion of existing park and ride facility | PLA8(5) | Unknown | BCBC WG / TfW | TfW BCBC | n/a | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | 2023-2033 | Land safeguarded; Provision of a Station dependent on grant funding. | LTP / LTF SW Metro |
| 1.2.35 | Pyle Railway station improvements Proposal to extend the existing park and ride facility from 25 bays by a minimum of 32 spaces Feasibility study to relocate station | PLA8(6) | £19.7m – cost of station relocation | WG – SW Metro project CCR City Deal BCBC | WG / TfW Network Rail BCBC | n/a | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | 2023-2033 | Land safeguarded; Provision of a Station dependent on grant funding. | LTF – Metro Plus phase 1 programme Pyle Station Feasibility Study (Oct 2020) |
| 1.2.36 | Park & Ride, Ewenny Rd, Maesteg Provide new transport interchange at Ewenny Road. | PLA8(7) COM1(R2) Former Cooper Standard Site, Ewenny Road | To be determined | Developer s106 contribution BCBC | BCBC | n/a | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure | 2023-2033 | Land incorporated within Ewenny Rd development proposal CCR Bid | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|---|---------------------------|------------------------|--|---------------------------|---|---|
| | | | | | | | that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | | | |
| 1.2.37 | Improvements at Ewenny & Broadlands roundabouts on A48 | PLA8(8) PLA2 Land South of Bridgend (Island Farm) PLA3 Land West of Bridgend | To be determined | Developer funded | Developer BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | | LTP STA Site masterplan & TA |
| 1.2.38 | Capacity enhancements between Waterton and Laleston, A48 / A473, Bridgend | PLA8(9) PLA2 Land South of Bridgend (Island Farm) PLA3 Land West of Bridgend | To be determined | Developer funded | Developer BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2033 | To be incorporated within new development proposals; Nature and extent of scheme to be developed in conjunction with BCBC Highways | LTP STA Site masterplan & TA |
| 1.2.39 | A4063 improvements between Sarn & Maesteg – Improve accessibility between Llynfi Valley and M4 at Junction 36 including improvements to Tondy junction | PLA8(10) | To be determined | S106 Contribution | BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2018-2033 | Highway improvements to be implemented as part of extant consent (P/16/366/OUT) | LTP |
| 1.2.40 | Penprysg Road Bridge, Pencoed -Replacement of existing road bridge to facilitate improvements to the existing traffic conditions, including | PLA8(11) PLA6 PLA7 | £5.5M est. | Potential sources of funding: S106 Contributions WG - LTF | BCBC | tbc | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services | 2028-2033 | Land safeguarded WelTAG Feasibility study at Stage 3 | LTF – Metro Plus phase 2 programme Pencoed Improving Community |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|----------------------------------|--|-------------------------------|---|------------------------|--|---------------------------|-------|--|
| | improved active travel provision and closure of the level crossing | | | Network Rail CCR City Deal | | | themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | | | Connectivity Report WelTAG Stage 2 & 3 |
| 1.2.41 | Corridor/Junction Improvement schemes to mitigate development impact: | PLA8(12) PLA6 Borough wide | To be determined on a case by case basis | S106 Contributions | Developer if deemed to be part of necessary highway works to unlock development | tbc | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2018-2033 | | STA Site Masterplans & TAs Planning Applications |

2. Education

| Priority Status | | | | | | | | | | |
|------------------------------|--|--|--------------------|--|---------------------------|------------------------|---|-----------------------------------|---|---|
| Essential | | | Required | | | Desirable | | | Delivered | |
| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
| 2.1 Nursery Provision | | | | | | | | | | |
| 2.1.1 | Welsh medium childcare facility Isfryn Industrial Estate, Ogmere Valley | SP9 Social and Community Infrastructure SP10 Infrastructure | tbc | WG Grant funded | BCBC | None | Failure to meet Welsh language goals | 2018-2023 | Planning consent granted. | Band B School Improvement Programme |
| 2.1.2 | Welsh medium childcare facility Bettws | SP9 SP10 | tbc | WG Grant funded | BCBC | None | Failure to meet Welsh language goals | 2018-2023 | Planning consent granted | Band B School Improvement Programme |
| 2.1.3 | Welsh medium childcare facility Bridgend | SP9 SP10 | tbc | WG Grant funded | BCBC | None | Failure to meet Welsh language goals | 2018-2023 | Feasibility Study in progress | Band B School Improvement Programme |
| 2.1.4 | Welsh medium childcare facility Porthcawl | SP9 SP10 | tbc | WG Grant funded | BCBC | None | Failure to meet Welsh language goals | 2018-2023 | Feasibility Study in progress | Band B School Improvement Programme |
| 2.2 Primary Provision | | | | | | | | | | |
| 2.2.1 | New 1FE Welsh-medium primary school with co-located 60 place nursery facility 4 Classroom extension to existing English medium primary school | PLA1: Porthcawl Waterfront Regeneration Area SP10 | £4,389,364 | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |
| 2.2.2 | New 1FE Primary School with co-located 42 place nursery facility. | PLA2: Land South of Bridgend (Island Farm) | £4,928,735 | Developer S106 contribution Developer land contribution | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. | 2023-2027 2028-2033 | Location within site and delivery timescale to be | BCBC Schools & Family Support Unit SPG16 |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------|---|---------------------------|------------------------|---|-----------------------------------|---|---|
| | | | | BCBC WG | | | Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | | progressed as part of master planning | |
| 2.2.3 | Temporary Primary School provision | PLA2: Land South of Bridgend (Island Farm) | tbc | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |
| 2.2.4 | New 1.5FE Primary School with co-located 42 place nursery facility. | PLA3: Land West of Bridgend | £5,375,111 | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |
| 2.2.5 | New 1.5FE Primary School with co-located 40 place nursery facility. | PLA4: Land East of Pencoed | £4,891,537 | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|---------------------------------------|---|---------------------------|------------------------|---|-----------------------------------|--|---|
| 2.2.6 | 2 New 2FE Primary School with co-located 50-place nursery facility, with further land required for expansion. | PLA5: Land East of Pyle | £13,688,864 | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2033 | School provision to be phased to provide for 1000 units each | BCBC Schools & Family Support Unit SPG16 |
| 2.2.7 | Contribution towards Primary School Places in the catchment | COM1(2) Craig-y-Parcau SP10 | To be determined based on housing mix | Developer s106 Contribution | BCBC | tbc | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Scheme to be identified | BCBC Schools & Family Support Unit SPG16 |
| 2.2.8 | Contribution towards Primary School Places in the catchment | COM1(3) Land South East of Pont Rhyd-y-Cyff COM1(4) Land South of Pont Rhyd-y-Cyff COM1(5) Land South West of Pont Rhyd-y-Cyff SP10 | £2,436,469 | Developer s106 Contribution | BCBC | tbc | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Scheme to be identified | BCBC Schools & Family Support Unit SPG16 |
| 2.2.9 | Bridgend North East – 525 place Primary School with co-located nursery | SP10 | £12,600,000 | BCBC WG S106 | BCBC | None | Additional strain placed on existing schools, BCBC failing to meet aims and objectives. | 2021-27 | Feasibility Study & Design ongoing | Band B - 21 st Century Schools and Education Programme |
| 2.2.10 | Bridgend West (Welsh Medium) – 420 place | SP10 | TBC | BCBC WG | BCBC | TBC | Additional strain placed on existing schools, BCBC | 2021-27 | Feasibility Study & | Band B - 21 st Century Schools |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
|--|---|------------------------------|---|-----------------------------|---------------------------|------------------------|--|---|------------------------------------|---|
| | primary school with co-located nursery | | | | | | failing to meet aims and objectives. | | Design ongoing | and Education Programme |
| 2.2.11 | Bridgend West (English Medium) - 420 place primary school with co-located nursery | SP10 | TBC | BCBC WG | BCBC | TBC | Additional strain placed on existing schools, BCBC failing to meet aims and objectives. | 2021-27 | Feasibility Study & Design ongoing | Band B - 21 st Century Schools and Education Programme |
| 2.2.12 | Mynydd Cynffig Primary School - 420 place primary school with co-located nursery | SP10 | £10,200,000 | BCBC WG | BCBC | None | Additional strain placed on existing schools, BCBC failing to meet aims and objectives. | 2021-27 | Feasibility Study & Design ongoing | Band B - 21 st Century Schools and Education Programme |
| 2.2.13 | Upgrades / extensions to existing Primary Schools. Applies to all non-strategic sites that will require a s106 contribution in accordance with SPG16 and subject to viability | SP9 SP10 | S106 contribution determined in accordance with SPG16 | Developer | BCBC | N/A | Potential strain on catchment schools which may be at capacity at the time of application. S106 Money returned to developer. | Site specific and payment triggers will be included within s106 agreement | | To be determined in accordance with SPG16 |
| 2.3 Secondary & Post 16 provision | | | | | | | | | | |
| 2.3.1 | Financial contribution for secondary school provision | PLA3: Land West of Bridgend | £5,351,892 | Developer S106 contribution | BCBC | tbc | Lack of local secondary school places available for residents. Increase in traffic movements to take pupils elsewhere | 2028-2033 | Scheme to be identified by BCBC | BCBC Schools & Family Support Unit SPG16 |
| 2.3.2 | Financial contribution for secondary school provision | PLA4: Land East of Pencoed | £1,146,834 | Developer S106 contribution | BCBC | tbc | Lack of local secondary school places available for residents. Increase in traffic movements to take pupils elsewhere | 2028-2033 | Scheme to be identified by BCBC | BCBC Schools & Family Support Unit SPG16 |
| 2.3.3 | Financial contribution for secondary school provision | PLA5: Land East of Pyle | £9,615,762 | Developer S106 contribution | BCBC | TBD | Lack of local secondary school places available for residents. Increase in traffic movements to take pupils elsewhere | 2023-2033 | Scheme to be identified by BCBC | BCBC Schools & Family Support Unit SPG16 |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|---|-----------------|---------------------------|------------------------|--|---|--|---|
| 2.3.4 | Upgrades / extensions to existing Secondary Schools in the catchment area. Applies to all non-strategic sites that will require a s106 contribution in accordance with SPG16 and subject to viability | SP9 SP10 | S106 contribution determined in accordance with SPG16 | Developer | BCBC | TBD | Potential strain on catchment schools which may be at capacity at the time of application. S106 Money returned to developer. | Site specific and payment triggers will be included within s106 agreement | | To be determined in accordance with SPG16 |
| 2.4 SEN Provision | | | | | | | | | | |
| 2.4.1 | Relocation of Heronsbridge Special Education Needs School | PLA2: Land South of Bridgend (Island Farm) | Land safeguarded within PLA2 subject to land transaction between BCBC and landowner | BCBC WG | BCBC | None | Existing school building no longer fit for purpose. Non-delivery risks the loss of funding for new school. | 2023-2028 | Land included within PLA2 but scheme subject to separate land deal | BCBC Schools & Family Support Unit Band B – 21 st Century Schools and Education Programme |
| 2.4.2 | Upgrades / extensions to existing SEN Schools or Primary Schools with SEN facilities in the catchment area. Applies to all non-strategic sites that will require a s106 contribution in accordance with SPG16 and subject to viability | SP9 SP10 | S106 contribution determined in accordance with SPG16 | Developer | BCBC | TBD | Potential strain on catchment schools which may be at capacity at the time of application. S106 Money returned to developer. | Site specific and payment triggers will be included within s106 agreement | | To be determined in accordance with SPG16 |

3. Health

| Priority Status | | | | | | | | | | |
|-----------------|--|--|----------|--|--|-----------|--|--|-----------|--|
| Essential | | | Required | | | Desirable | | | Delivered | |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
|---|--|------------------------------|--------------------|------------------------|---------------------------|------------------------|---|-----------------------------------|---|---------------------|
| 3.1 Hospitals, Health Centres, Dental and Care of the Elderly facilities | | | | | | | | | | |
| 3.1.1 | Bridgend Health and Wellbeing Centre To create additional capacity in Bridgend | SP8 | £10,600,000 | Developer WG CTMUHB | Linc Cymru CTMUHB | None | Existing health facilities in the area are already over capacity and substandard in nature | 2018-2023 | Planning consent issued. Planned completion in 2021. P/18/983/FUL | CTMUHB Consultation |
| 3.1.2 | Reconfiguration of Heathbridge Surgery, Kenfig Hill To create additional capacity in Kenfig Hill / Pyle / N Cornelly | SP8 | TBD | Privately funded | GP CTMUHB | Not known | Existing facilities are over capacity and incapable of handling new residents health concerns | 2018-2028 | | CTMUHB Consultation |
| 3.1.3 | Reconfiguration of Tyn-y-coed Surgery, Bryncethin To create additional capacity | SP8 | TBD | Privately funded | GP CTMUHB | Not known | Existing facilities are over capacity and incapable of handling new residents health concerns | 2018-2028 | Developer led | CTMUHB Consultation |
| 3.1.4 | Pencoed Health Centre CTMUHB working with practice to identify alternative premises to address population increase in BCBC and RCT for next 5 years | SP8 | TBD | Privately funded | GP CTMUHB | Not known | Existing facilities are over capacity and incapable of handling new residents health concerns | 2018-2028 | Developer led | CTMUHB Consultation |
| 3.1.5 | North Cornelly GP refurbishment | SP8 | TBD | Privately funded | GP Practice | Not known | Existing facilities are over capacity and incapable of | 2018-2028 | Developer led | CTMUHB Consultation |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Approx. Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------|-----------------|---------------------------|------------------------|--|-----------------------------------|-------|---------------|
| | <p>Practice led self-build project on existing premises to accommodate more patients in West of BCBC</p> <p>To create additional capacity in Kenfig Hill / Pyle / N Cornelly</p> | | | | | | handling new residents health concerns | | | |

4. Environmental Management

| Priority Status | | | |
|-----------------|----------|-----------|-----------|
| Essential | Required | Desirable | Delivered |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|

4.1 Green Infrastructure Networks and Accessible Natural Greenspace

| | | | | | | | | | | |
|-------|---|---|------------------------|-----------|-----------|------|--|-----------|---|-----------------|
| 4.1.1 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA1 and DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> A large new area of public open space, which will facilitate green infrastructure connectivity from the existing Griffin Park into the Sandy Bay residential area and the Relic Dunes to the south-east Appropriate pedestrian access to the Relic Dunes to form part of a detailed management plan Creation of a recreational route along Sandy Bay to provide an interface between the town and the sea Formal and informal play space and public | <p>PLA1 Porthcawl Waterfront Regeneration Area</p> <p>DNP8 Green Infrastructure</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Negative Impact on contribution made by site to sustainability and well-being.</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |
|-------|---|---|------------------------|-----------|-----------|------|--|-----------|---|-----------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|------------------------|-----------------|---------------------------|------------------------|---|---------------------------|---|-----------------|
| | squares incorporated within the residential areas. | | | | | | | | | |
| 4.1.2 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA2 and DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> • The creation of a continuous 'green lung' connecting the site with Bridgend Town Centre (via Newbridge Fields) and Merthyr Mawr through a combination of informal and formal open spaces of green space for nature, play and movement • Significant landscape buffers on the edge of the site, notably the southern and western boundaries to soften the development and mitigate possible effects on visual amenity. • Establish green links along the western edge. These could include public access which connect the A48 footpath with a wider network of connections towards Merthyr Mawr to the south • Retention of the existing SINC to the north, enhanced | <p>PLA2 Land South of Bridgend (Island Farm)</p> <p>DNP8</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Negative Impact on contribution made by site to sustainability and well-being goals</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|------------------------|-----------------|---------------------------|------------------------|--|---------------------------|---|-----------------|
| | ecological area to the south west and the retained / enhanced hedgerow corridors | | | | | | | | | |
| 4.1.3 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA3 and DNP8.</p> <p>To include seven key areas of formal open space and informal spaces and linkages, green streets and the nature conservation area/SINC</p> <p>To include:</p> <ul style="list-style-type: none"> • The 'Community Green' and 'Grow Garden' – two main civic parks including 'formal' equipped areas of play • Western Linear Park – Incorporating a "Trim Trail Adventure Play Zone" • Laleston Trail - formal and/or informal equipped areas in the form of a trim trail and/or natural play trail • Southern and Eastern Park – Create Local Landscaped Areas of Play, incorporating informally 'equipped' natural playscapes. | <p>PLA3: Land West of Bridgend</p> <p>DNP8</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure throughout the Strategic Site allocations.</p> <p>Negative impact on contribution made by site to sustainability and well-being.</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|------------------------|-----------------|---------------------------|------------------------|--|---------------------------|---|-----------------|
| 4.1.4 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA4 and DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> • An East to west nature corridor created to form a network of green spaces throughout the masterplan • Equipped play areas kept within the site to avoid children crossing the busy A473 • Playing fields located in site over the A473 in flood zone • Retention of the tree belt along the eastern boundary of the site • A green “spine” running north to south through the site will be located along the high-pressure gas pipe and associated easement. | <p>PLA4 Land East of Pencoed</p> <p>DNP8</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure throughout the Strategic Site allocations.</p> <p>Negative impact on contribution made by site to sustainability and well-being.</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |
| 4.1.5 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA5 and DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> • Existing hedgerows are utilised as green links through the site which include walking and cycling routes as well | <p>PLA5 Land East of Pyle</p> <p>DNP8</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.</p> <p>Negative impact on contribution made by site to</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|--------------------|-----------------|------------------------------|------------------------|--|--|--|-----------------|
| | <p>as opportunities for sustainable drainage.</p> <ul style="list-style-type: none"> A corridor of open space, a linear park, is utilised as a key component connecting the community to the heart of the development where it is envisaged there will be a range of local facilities as well as the primary school. Creation of a publicly accessible green space allowing a loop and fitness trail that encompasses the whole site | | | | | | sustainability and well-being. | | | |
| 4.1.6 | Provide a green infrastructure network throughout the site in accordance with Policy DNP8 | All non-strategic housing sites DNP8 | On-site provision | Developer | Developer | TBD | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure. Negative impact on contribution made by site to sustainability and well-being goals. | To be provided as part of the development. | All non-strategic development sites will be required to meet Green Infrastructure policy requirements where appropriate. | |
| 4.1.7 | <p>Provide a green infrastructure network throughout the site in accordance with Policy DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> Retention of existing mature tree planting | COM1(2) Craig-y-Parcau DNP8 | On-site provision | Developer | Developer to provide on-site | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure. Negative impact on | 2023-2028 | Green infrastructure provision to be determined in accordance with detailed GI Assessments. To be informed by emerging Green | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|--------------------|-----------------|------------------------------|------------------------|---|---------------------------|---|-----------------|
| | <p>with opportunity for natural play</p> <ul style="list-style-type: none"> Retention of central green corridor to create Green Infrastructure corridor running centrally within the site from north to south. Creation of development parcels which benefit from outlook onto mature landscape whilst providing natural surveillance of open space. | | | | | | contribution made by site to sustainability and well-being. | | Infrastructure Strategy (to be adopted as SPG) | |
| 4.1.8 | <p>Provide a green infrastructure network throughout the site in accordance with Policy DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> Retention of existing green infrastructure. Green walkable corridors (which links to the above point) and blue areas of rich biodiversity areas to form a focal point for residents for informal and recreational use. A dedicated area of public open space which would be informal in nature and would bring together the Green and Blue Infrastructure of the site and associated | <p>COM1(4) Land South of Pont Rhyd-y-cyff</p> <p>DNP8</p> | On-site provision | Developer | Developer to provide on-site | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure. Negative impact on contribution made by site to sustainability and well-being | 2023-2028 | Green infrastructure provision to be determined in accordance with detailed GI Assessments. To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG) | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|-----------------|------------------------------|------------------------|---|---------------------------|---|--------------------|
| | biodiversity enhancements of such features. | | | | | | | | | |
| 4.1.9 | <p>Provide a green infrastructure network throughout the site in accordance with Policy DNP8.</p> <p>To include:</p> <ul style="list-style-type: none"> The existing habitats of the hedgerow field margins are retained where possible whilst providing linkages to the public rights of way, extensive informal public open space, vantage viewpoints and adjacent woodland. A green corridor running centrally through the site provides links with the wider movement network and open spaces. Trim Trail in Informal Public Open Space – Linear Park / Wood. | COM1(5) Land South West of Pont Rhyd-y-cyff | On-site provision | Developer | Developer to provide on-site | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure. Negative impact on contribution made by site to sustainability and well-being | 2023-2028 | Green infrastructure provision to be determined in accordance with detailed GI Assessments. To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG) | Site Masterplan |
| 4.1.10 | Blaengarw and Pontycymmer Linear Park | COM11(1) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.11 | Part of former Central Washery Site, Ogmere Vale | COM11(2) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.12 | Heol Wastad Waun, Pencoed | COM11(3) | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|---|--------------------|-----------------|---------------------------|------------------------|--|---|--|--|
| | | Natural and Semi-natural Greenspace | | | | | | | | |
| 4.1.13 | Pwll-y-Waun, Porthcawl | COM11(4) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.14 | Brackla Ridge and Associated Areas, Bridgend | COM11(5) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.15 | Parc Tyn y Coed, Bryncethin | COM11(6) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.16 | Land off Waunscil Avenue, Bridgend | COM11(7) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.17 | Land South West of City Road, Bettws | COM11(8) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.18 | The Former Maesteg Washery | COM11(9) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.1.19 | Newbridge Fields, Bridgend | COM11(10) Natural and Semi-natural Greenspace | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver its well-being objectives | n/a | | BCBC GI Assessment |
| 4.2 Children's Play & Outdoor Sport | | | | | | | | | | |
| 4.2.1 | Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement. | PLA1 Porthcawl Waterfront Regeneration Area COM10 DNP9 | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | Site Masterplan Outdoor Sport and Children's Playspace Audit. |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|-----------------|---------------------------|------------------------|--|---|--|---|
| | <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> • LAPs • 2 LEAPs • 1 NEAPs | | | | | | | Housing Trajectory. | | |
| 4.2.2 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> • LAPs • 2 LEAPs • 1 NEAPs | <p>PLA2 Land South of Bridgend (Island Farm)</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.2.3 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> • LAPs • 2 LEAPs • 1 NEAPs | <p>PLA3 Land West of Bridgend</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|-----------------|---------------------------|------------------------|--|---|--|---|
| 4.2.4 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> • LAPs • 2 LEAPs • 1 NEAPs | <p>PLA4 Land East of Pencoed</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.2.5 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> • LAPs • 3 LEAPs • 2 NEAPs | <p>PLA5 Land East of Pyle</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.2.6 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> | <p>All non-strategic housing sites</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure and may not comply with policy | To be provided as part of the development scheme at stages to be agreed at the detailed application | Where standards cannot be achieved, the Council may ask for commuted sums for upgrade of existing nearby open space provision. | <p>Site Masterplan</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|-----------------|---------------------------|------------------------|--|---|--|--|
| | To consist of a combination of LAPs, LEAPs, NEAPs or the equivalent. | | | | | | | stage. See phasing in Housing Trajectory. | | |
| 4.2.7 | Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues. | PLA1 Porthcawl Waterfront Regeneration Area COM10 DNP9 | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | Site Masterplan Outdoor Sport and Children's Playspace Audit. |
| 4.2.8 | Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues. To include: <ul style="list-style-type: none"> a range of pitches and green courts delivered as part of the Primary School will be made available for use by the wider community Potential to incorporate changing facilities within the school for use in association with playing fields. | PLA2 Land South of Bridgend (Island Farm) COM10 DNP9 | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | Site Masterplan Outdoor Sport and Children's Playspace Audit. |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|--------------------|-----------------|---------------------------|------------------------|--|---|--|---|
| 4.2.9 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> a range of pitches and green courts delivered as part of the Primary School will be made available for use by the wider community Potential to incorporate changing facilities within the school for use in association with playing fields. | <p>PLA3 Land West of Bridgend</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.2.10 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> A number of playing pitches will be provided on the site adjacent to the A473 | <p>PLA4 Land East of Pencoed</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|--------------------|-----------------|---------------------------|------------------------|--|---|--|--|
| | <ul style="list-style-type: none"> A replacement 3G pitch will be incorporated within the site for dual College / community use | | | | | | | | | |
| 4.2.11 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> a range of pitches and green courts delivered as part of the Primary School will be made available for use by the wider community Potential to incorporate changing facilities within the school for use in association with playing fields | PLA5 Land East of Pyle COM10 DNP9 | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | Site Masterplan Outdoor Sport and Children's Playspace Audit. |
| 4.3 Allotments | | | | | | | | | | |
| 4.3.1 | Caerau and Brynglas Market Garden | COM12(1) | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | | Town Council Allotment Association | Allotments Strategy |
| 4.3.2 | Land to South of Llangeinor Football Club | COM12(2) | Land safeguarded | BCBC | BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | | Town Council Allotment Association | Allotments Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|---|--|-----------------|------------------------------------|------------------------|--|---|------------------------------------|---|
| 4.3.3 | Provision of land for allotment provision to be incorporated into the Green Infrastructure Assessment of major development proposals with reference to the Allotment Audit and Policy COM12 | DNP9 PLA1, PLA2 PLA3, PLA4, PLA5 COM1 sites | To be determined on a case-by-case basis | Developer | Developer in conjunction with BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | To be provided as part of the development scheme at stages to be agreed at the detailed application stage | Town Council Allotment Association | Allotment Audit |
| 4.4 Cemeteries | | | | | | | | | | |
| 4.4.1 | Porthcawl Cemetery | COM13(1) | Land safeguarded for extension | BCBC | BCBC | None | LDP fails to provide sufficient land to maintain an adequate supply of burial ground | To be provided when required | Refer to Planning Application | BCBC Parks consultation |
| 4.4.2 | Cornelly Cemetery | COM13(2) | Land safeguarded for extension | BCBC | BCBC | None | LDP fails to provide sufficient land to maintain an adequate supply of burial ground | To be provided when required | | BCBC Parks consultation |
| 4.4.3 | Gelliron Cemetery, Pontycymmer | COM13(3) | Land safeguarded for extension | BCBC | BCBC | None | LDP fails to provide sufficient land to maintain an adequate supply of burial ground | To be provided when required | | BCBC Parks consultation |
| 4.4.4 | Pencoed Cemetery | COM13(4) | Land safeguarded for extension | BCBC | BCBC | None | LDP fails to provide sufficient land to maintain an adequate supply of burial ground | To be provided when required | | BCBC Parks consultation |
| 4.4.5 | Sarn Cemetery | COM13(5) | Land safeguarded for extension | BCBC | BCBC | None | LDP fails to provide sufficient land to maintain an adequate supply of burial ground | To be provided when required | | BCBC Parks consultation |
| 4.5 Biodiversity Assets and Environmental Enhancements | | | | | | | | | | |
| 4.5.1 | Implement a range of biodiversity measures and environmental enhancements. Including: | PLA1: Porthcawl Waterfront Regeneration Area | To be provided as part of the design and | Developer | Developer | None | Site fails to meet LDP objectives relating to maintaining | To be provided as part of the development scheme at | | Site Masterplan Ecological Appraisal |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|---|-----------------|---------------------------|------------------------|---|---|-------|--|
| | <ul style="list-style-type: none"> Retention of Rhych Point SINC. The loss of any part of the neutral maritime grassland considered to be of High Local Value in the east of the site and north of the mobile dune system, would necessitate the creation of compensatory habitats, or other equivalent conservation benefits elsewhere. Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (roosting bats, common reptiles and roof-nesting and ground-nesting birds) and provide appropriate compensatory and replacement habitat | SP17 DNP5 DNP6 | layout of the development | | | | ecological resilience. | stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | |
| 4.5.2 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Retention and enhancement of the SINC with the exception of the access road from the A48. | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development. | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in | | <p>Site Masterplan</p> <p>Ecological Appraisal</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|--|-----------------|---------------------------|------------------------|---|---|-------|--|
| | <ul style="list-style-type: none"> Extension to existing SINC 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; Retention and enhancement of the existing hedgerow network. Retention of continuous green areas to ensure a continued network of green and blue infrastructure | | | | | | | Housing Trajectory. | | |
| 4.5.3 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Retention of woodland area Retention and improvement of Laleston Meadows SINC. Subject to further refinement, may include a natural/Semi natural area for nature conservation and education new wetland habitat SUDS | <p>PLA3 Land West of Bridgend</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | <p>Site Masterplan</p> <p>Ecological Appraisal</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--|-----------------|---------------------------|------------------------|---|---|-------|--|
| | <ul style="list-style-type: none"> informal green space for people to experience nature Creation of a continuous green buffer along the western boundary of the site | | | | | | | | | |
| 4.5.4 | <p>Implement a range of biodiversity measures and environmental enhancement. Including:</p> <ul style="list-style-type: none"> Existing woodland areas retained where possible. Creation of an East to west nature corridor – a network of green spaces throughout the masterplan. Provision of a broad woodland/habitat corridor in these areas, to improve habitat connectivity and be of benefit to a variety of species whilst also providing screening from the adjacent road network North to south tree belt to the east of the site enhanced. Diverse range of habitats provided - attenuation ponds/reed beds, Rain Gardens, Hedgerows and, Woodland. | <p>PLA4 Land East of Pencoed</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | <p>Site Masterplan</p> <p>Ecological Appraisal</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|--|-----------------|---------------------------|------------------------|---|---|-------|--|
| 4.5.5 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Boundary features (trees and hedgerows) are likely to be important for commuting and foraging priority and protected species (e.g., bats and common dormice). These will be retained and enhanced where possible. The site will seek to accommodate a periphery woodland walk concept. The proposed masterplan has initially suggested and delineated a proportion of land for a community allotment facility. | <p>PLA5: Land East of Pyle</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | <p>Site Masterplan</p> <p>Ecological Appraisal</p> |
| 4.5.6 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Retention of boundary hedgerows and a green corridor comprising mature trees and grassland through the centre of the site. Measures to minimise tree removal, with removal only occurring to allow access into the | <p>COM1(2) Craig-y-Parcau</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | <p>Masterplan</p> <p>CSS - Ecology Appraisal.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--|-----------------|---------------------------|------------------------|---|---|-------|-------------------------------|
| | western section of the site. | | | | | | | | | |
| 4.5.7 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Retention of boundary hedgerows and trees, 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 mitigated by suitable new planting. Protection of remaining scrub and trees. | <p>COM1(4) Land South of Pont Rhyd-y-cyff</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Masterplan Ecology Appraisal. |
| 4.5.8 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Direct impacts on both the wooded habitats and protected species will be limited. | <p>COM1(3) Land South East of Pont Rhyd-y-cyff</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Masterplan Ecology Appraisal. |
| 4.5.9 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> The portion of land to the South-east corner | <p>COM1(5) Land South West of Pont Rhyd-y-cyff</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed | | Masterplan Ecology Appraisal. |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---|-------|---------------|
| | <p>within the site would be treated as a biodiversity area to compensate for the loss of habitat.</p> <ul style="list-style-type: none"> • Significant GI corridors retained (and enhanced where appropriate) which would be darkened to allow any bat migration / foraging to take place. The site would also be furnished with bat and dormouse boxes. • Retention of the drainage ditches / springs as per the Masterplan and Blue Infrastructure proposal to ensure habitat connectivity remains. | | | | | | | application stage. See phasing in Housing Trajectory. | | |

4.6 Flood Risk and Surface Water Management

| | | | | | | | | | | |
|-------|---|--|------------|-------------------|----------------|------|---|--|-------------------------------------|--|
| 4.6.1 | <p>Porthcawl Coastal Defence Works</p> <p>Phase 1:</p> <ul style="list-style-type: none"> • Western Breakwater - maintenance to ensure its long-term structural integrity. • Eastern Promenade - crest raising and strengthening of the existing parapet wall to reduce overtopping, and provision of a setback floodwall to reduce inundation. This is in combination with land raising to | <p>PLA1: Porthcawl Waterfront Regeneration Area</p> <p>SP4 DNP10</p> | £3,900,000 | Developer BCBC WG | BCBC Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2028 To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | Funding Approved in principle by WG | SFCA Arup Coastal Risk Management Study |
|-------|---|--|------------|-------------------|----------------|------|---|--|-------------------------------------|--|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------------------|
| | <p>minimise visual impact, as required.</p> <ul style="list-style-type: none"> • Relict Dunes - monitoring and minor management to conserve and enhance the relict dunes in their current stable and re-naturalised state. • Rhych Point - provision of rock armour revetment to protect the headland's neck. <p>Phase 2 (Coney Beach)</p> <ul style="list-style-type: none"> • Terraced revetment (158m) • Rock armour erosion protection (54m) | | | | | | | | | |
| 4.6.2 | <p>Surface Water Management</p> <p>Disposal of surface water via an infiltration based SuDS system is viable within the Sandy Bay area of the site allowing for a significant element of the wider sites surface water to be disposed of via infiltration. The Residual surface water generated within the Salt Lake area will be dealt with by at source SuDS measures prior to being discharged into the sea via an outfall pipe located within the existing harbour or beyond the existing breakwater.</p> | PLA1: Porthcawl Waterfront Regeneration Area | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Redstart Drainage Strategy Report |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------|
| 4.6.3 | <p>Surface Water Management</p> <p>Stormwater flows from developed areas to be collected via a positive drainage system and conveyed using the natural fall of the site to a main collection point through a variety of attenuation systems including underground tanks, impermeable reens / swales and attenuation lagoons to a pumping station facility. This will pump stormwater back up to a gravity sewer provided within the main access road connecting the development with the A48.</p> <p>The gravity sewer will connect to the adopted sewer that runs adjacent to the site and connects with the River Ogwr within the north west corner of the site. Flows to be discharged via the gravity sewer into the River Ogwr west of the site to the south of the A48.</p> | PLA2: Land South of Bridgend (Island Farm) | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | CSS – Masterplan |
| 4.6.4 | <p>Surface Water Management</p> <p>Consideration has been given to various SuDS components and their viability for use across the proposed development site. These include the</p> | PLA3: Land West of Bridgend | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of | To be provided as part of the development scheme at stages to be agreed at the detailed application | | JBA Drainage Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------------------|
| | use of Green roofs, infiltration systems and soakaways, filter strips (within green corridors), filter drains, swales, bioretention systems and rain gardens, pervious pavements, attenuation storage tanks, detention basins (within public open space) and ponds and wetlands (particularly within the Laleston Meadows SINC). | | | | | | development proposed. | stage. See phasing in Housing Trajectory. | | |
| 4.6.5 | <p>Surface Water Management:</p> <p>It is proposed to discharge surface water runoff from the development to the adjacent watercourses as per the current regime. Given the proposed site layout and land usage overland conveyance and storage in the form of swales and ponds is likely to be achievable. Attenuation facilities have been proposed for each drainage catchment, before discharging to the watercourse</p> | PLA4: Land East of Pencoed | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | WSP Drainage Strategy SSVA |
| 4.6.6 | <p>Surface Water Management</p> <p>Consideration has been given to various SuDS components and their viability for use across the proposed development</p> | PLA5: Land East of Pyle | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of | To be provided as part of the development scheme at stages to be agreed at the detailed | | JBA Drainage Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------|-----------------|---------------------------|------------------------|---|---|-------|----------------------|
| | site. These include the use of Green roofs, infiltration systems and soakaways, filter strips (within green corridors), filter drains, swales, bio retention systems and rain gardens, pervious pavements, attenuation storage tanks, detention basins (within public open space) and ponds and wetlands (particularly within the Northern Boundary of Area B). | | | | | | development proposed. | application stage. See phasing in Housing Trajectory. | | |
| 4.6.7 | <p>Surface Water Management</p> <ul style="list-style-type: none"> Proposed surface water drainage Proposed surface water drainage diversions | COM1(4): Land South of Pont Rhyd-y-cyff | £300,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Viability Assessment |
| 4.6.8 | <p>Surface Water Management</p> <ul style="list-style-type: none"> Proposed surface water drainage Proposed surface water drainage diversions | COM1(3): Land South East of Pont Rhyd-y-cyff | £420,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Viability Assessment |

5. Utilities

| Priority Status | | | | | | | | | | |
|--|--|--|-------------------------------|-------------------|---------------------------|------------------------|--|---------------------------|--|-------------------|
| Essential | | | Required | | | Desirable | | | Delivered | |
| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
| 5.1 Water and Waste Water – WwTW Provision and Improvements | | | | | | | | | | |
| 5.1.1 | Afan Wastewater Treatment Works There should be no issue accommodating the foul-only flows from the LDP Allocation | PLA5: Land East of Pyle | n/a | n/a | n/a | None | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
| 5.1.2 | Penybont Wastewater Treatment Works There should be no issue accommodating the foul-only flows from the LDP Allocation | PLA1: Porthcawl Waterfront Regeneration Area PLA2: Land South of Bridgend (Island Farm) PLA3: Land West of Bridgend PLA4: Land East of Pencoed COM1(2): Craig y Parcau | n/a | n/a | n/a | None | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
| 5.1.3 | Maesteg Wastewater Treatment Works Limited capacity | COM1(3): Land South East of Pont Rhyd-y-Cyff | High cost if developer funded | DCWW or Developer | Depends who funds | | Insufficient capacity to accommodate foul flows generated by | 2023-2033 | Reinforcement works required to increase capacity but timing is dependent on | DCWW Consultation |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|--|---------------|
| | | COM1(4): Land South of Pont Rhyd-y-Cyff COM1(5): Land South West of Pont Rhyd-y-Cyff COM1(R1): Coegnant Reclamation Site COM1(R2): Former Cooper Standard Site COM1(R3): Maesteg Washery | | | | | development. Reinforcement works must be completed before site can connect. | | quantum of development proposed for Maesteg WWTW catchment and the housing trajectory. Only likely to be an issue if all allocated and regeneration sites are delivered with majority in early phase of plan period. | |

5.2 Water and Waste Water – Foul Network / Public Sewerage

| | | | | | | | | | | |
|-------|--|--|-----|-----|-----|------|-----|-----|--|-------------------|
| 5.2.1 | There should be no issue with the public sewerage network accommodating the foul-only flows from this LDP Allocation | COM1(3): Land South East of Pont Rhyd-y-Cyff COM1(4): Land South of Pont Rhyd-y-Cyff COM1(5): Land South West of Pont Rhyd-y-Cyff COM1(R1): Coegnant Reclamation Site COM1(R2): Former Cooper Standard Site COM1(R3): Maesteg Washery | n/a | n/a | n/a | none | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
|-------|--|--|-----|-----|-----|------|-----|-----|--|-------------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--|---|---------------------------|------------------------|---|---------------------------|---|--|
| | | | | | | | | | | |
| 5.2.2 | Owing to the number of units proposed on this site, it is unlikely that there is sufficient capacity available within the public sewerage network to accommodate the foul-only flows from this site. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required. | PLA1: Porthcawl Waterfront Regeneration Area PLA2: Land South of Bridgend (Island Farm) PLA3: Land West of Bridgend PLA4: Land East of Pencoed PLA5: Land East of Pyle | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW consultation |
| 5.2.3 | Drainage & SUDs Strategy: <ul style="list-style-type: none">Proposed surface water drainage diversionsProposed foul drainage | PLA1: Porthcawl Waterfront Regeneration Area | £3,850,000 (Subject to further revision) | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS Redstart Drainage Strategy Report IFVA |
| 5.2.4 | Drainage & SUDs Strategy: <ul style="list-style-type: none">Drainage runs (foul and surface);Attenuation (surface);Water pumping station (foul and surface) | PLA2: Land South of Bridgend (Island Farm) | £6,250,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS Site Drainage Strategy IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|--|--------------------|---|---------------------------|------------------------|---|---------------------------|--|---|
| 5.2.5 | Drainage & SUDs | PLA3: Land West of Bridgend | tbc | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS JBA Drainage Strategy IFVA |
| 5.2.6 | Drainage & SUDs <ul style="list-style-type: none"> • Combined Sewer Diversion • Off-site sewer network upgrades • Attenuation/SUDs | PLA4: Land East of Pencoed | £1,250,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS Drainage Strategy IFVA |
| 5.2.7 | Drainage & SUDs | PLA5: Land East of Pyle | tbc | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS Flood Risk & Drainage Report IFVA |
| 5.3 Water and Waste Water – Water Supply | | | | | | | | | | |
| 5.3.1 | 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. | PLA1: Porthcawl Waterfront Regeneration Area PLA2: Land South of Bridgend (Island Farm) | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of | 2018-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|--|--|
| | As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required. | PLA3: Land West of Bridgend PLA4: Land East of Pencoed PLA5: Land East of Pyle COM1(2): Craig y Parcau COM1(3): Land South East of Pont Rhyd-y-Cyff COM1(4): Land South of Pont Rhyd-y-Cyff COM1(5): Land South West of Pont Rhyd-y-Cyff COM1(R1): Coegnant Reclamation Site COM1(R2): Former Cooper Standard Site COM1(R3): Maesteg Washery | | | | | development proposed. | | provisions of the Water Industry Act 1991. | |
| 5.3.2 | Water supply: <ul style="list-style-type: none"> • Connections • Diversions • Disconnections | PLA1: Porthcawl Waterfront Regeneration Area | £466,200 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of | 2023-2033 | | CSS Multi-Utility Infrastructure Feasibility Summary Report |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|---|------------------|---------------------------|------------------------|---|---------------------------|--|--|
| | | | | | | | development proposed. | | | |
| 5.3.3 | <p>Water supply:</p> <ul style="list-style-type: none"> • Connections – Point of adequacy unknown and therefore cost of off-site infrastructure unknown • Diversions – not envisaged • Disconnections - not envisaged | PLA2: Land South of Bridgend (Island Farm) | £370,000 based on 740 homes at £500 per connection. | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | <p>CSS</p> <p>Utilities Strategy Report</p> |
| 5.3.4 | <p>Water supply:</p> <ul style="list-style-type: none"> • Possible site entrance diversion: Capacity TBC / reinforcement likely. • Diversionary Infrastructure Works. • New Supply Infrastructure Works | PLA3: Land West of Bridgend | £475,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | <p>CSS</p> <p>Utility Strategy Report</p> |
| 5.3.5 | <p>Water supply:</p> <ul style="list-style-type: none"> • Connections – Point of adequacy unknown and therefore cost of off-site infrastructure unknown • Diversions – not envisaged • Disconnections – not envisaged | PLA4: Land East of Pencoed | £500,000 on-site distribution only | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | <p>CSS</p> <p>Utilities Strategy</p> |
| 5.3.6 | <p>Water supply:</p> <ul style="list-style-type: none"> • Connections | PLA5: Land East of Pyle | £2,163,500 | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can | | Costs relate to scheme for 1,508 dwellings | <p>CSS</p> <p>Multi-Utility Infrastructure Feasibility Study</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|--|--------------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|----------------------------|
| | | | | | | | accommodate the level of development proposed. | | | |
| 5.4 Water and Waste Water – Easements and Diversions (to protect assets crossing the site) | | | | | | | | | | |
| 5.4.1 | The site is traversed by a 6" distribution main and a 10" trunk main for which protection measures will be required in the form of easement widths or diversions. | PLA1 Porthcawl Waterfront Regeneration Area Salt Lake Car Park | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.2 | The site is traversed by a 400mm combined rising main and a 6" foul sewer for which protection measures will be required in the form of easement widths or diversions. | PLA1: Porthcawl Waterfront Regeneration Area Salt Lake Car Park | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.3 | 675mm combined sewer traversing site | PLA1: Porthcawl Waterfront Regeneration Area Sandy Bay Phase 2 | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|----------------------------|
| 5.4.4 | 6" foul sewer traversing | PLA2: Land South of Bridgend (Island Farm) | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.5 | There is a 200mm distribution main and a 250mm trunk main traversing the site for which protection measures will be required in the form of easement widths or diversions. | PLA4: Land East of Pencoed | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.6 | There are three sewers and a rising main traversing the site for which protection measures will be required in the form of easement widths or diversions – these are a 100mm combined rising main, a 150mm combined sewer, a 300mm combined sewer and a 525mm combined sewer. | PLA4: Land East of Pencoed | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.7 | 150mm foul sewer in adjacent road to west. 225mm foul sewer in adjacent road to north. | COM1(3): Land South East of Pont Rhyd-y-Cyff | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|----------------------------------|---|---|---|------------------|---------------------------|------------------------|---|---------------------------|---|---|
| | 150mm foul sewer, 225mm foul sewer, 225mm combined sewer and 375mm storm overflow traversing site | COM1(4): Land South of Pont Rhyd-y-Cyff COM1(5): Land South West of Pont Rhyd-y-Cyff | | | | | accommodate the level of development proposed. | | of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | |
| 5.5 Electricity Provision | | | | | | | | | | |
| 5.5.1 | Electricity Provision To provide the capacity for the development of 4,135 kVA, a point of connection (POC) is required from the WPD network at Nottage Primary Sub-station. | PLA1: Porthcawl Waterfront Regeneration Area | £1,093,2000 | Developer | Developer WPD | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | Multi-Utility Infrastructure Feasibility Summary Report |
| 5.5.2 | Electricity Provision New WPD HV (11kV) ring main to serve the site with new sub-stations as follows: <ul style="list-style-type: none"> 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 | PLA2: Land South of Bridgend (Island Farm) | £1,653,000 Comprising of: £888,000 based on 740 homes at £1,200 per connection £595,000 for news sub-stations (£85,000 each) £85,000 for Primary School sub-station £85,000 for SEN School sub-station | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | | |
| 5.5.3 | Electricity Provision | PLA3: Land West of Bridgend | £1,200,000 | Developer | Developer | None | Site fails to meet the LDP's | 2023-2033 | | Utility Strategy Report |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|------------------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|--|
| | 33kV & 11kV on site diversions, off-site 11kV works required to bring power to site. Diversiory Infrastructure Works New Supply Infrastructure Works | | | | | | objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | | | |
| 5.5.4 | Electricity Provision <ul style="list-style-type: none"> • Connections – 11kV ring main with Sub-stations • Off-site upgrade – unknown • Diversions – not envisaged • Disconnections – not envisaged | PLA4: Land East of Pencoed | £500,000 on-site distribution only | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | Utilities Strategy |
| 5.5.5 | Electricity Provision: <ul style="list-style-type: none"> • Connections • Diversions. • EHV 33/11 kV Primary Substation will be required on-site. | PLA5: Land East of Pyle | £6,507,500 | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | | Multi-Utility Infrastructure Feasibility Study |
| 5.5.6 | The site is crossed by a National Grid high voltage electricity transmission overhead line. XM Route - 275Kv two circuit route from Pyle 2 substation in Bridgend to Cowbridge substation in VoG | PLA2: Land South of Bridgend (Island Farm) | To be accommodated within site | Developer | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result | National Grid – consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|---|------------------|---------------------------|------------------------|---|---------------------------|---|---|
| | | | | | | | | | in safety clearances being infringed | |
| 5.6 Gas Supply | | | | | | | | | | |
| 5.6.1 | Gas Supply Connections Diversions Disconnections | PLA1: Porthcawl Waterfront Regeneration Area | £341,400 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Summary Report |
| 5.6.2 | Gas Supply Diversions - not envisaged but protection works might be required Disconnections – not envisaged | PLA2: Land South of Bridgend (Island Farm) | £740,000 based on 740 homes at £1,000 per connection. | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utility Strategy |
| 5.6.3 | Gas Supply Medium Pressure main on site; Reinforcement for Low Pressure connection. New Supply Infrastructure Works | PLA3: Land West of Bridgend | £205,500 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utility Strategy Report |
| 5.6.4 | Gas Supply Connections – not envisaged due to electric heating/cookers Diversions – not envisaged but | PLA4: Land East of Pencoed | £400,000 Protection works | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utilities Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|-------------------------------|--|---|--|------------------|---------------------------|------------------------|---|---------------------------|---|---|
| | protection works might be required Disconnections – not envisaged | | | | | | level of development proposed. | | | |
| 5.6.5 | Gas Supply: Connections | PLA5: Land East of Pyle | £1,177,900 | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Study |
| 5.7 Telecommunications | | | | | | | | | | |
| 5.7.1 | Broadband: | PLA1: Porthcawl Waterfront Regeneration Area COM14 | £256,400 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Summary Report |
| 5.7.2 | Broadband | PLA2: Land South of Bridgend (Island Farm) COM14 | £0 assuming no network reinforcement is required | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | CSS Site Masterplan |
| 5.7.3 | Broadband: • Openreach - Site entrance diversionary | PLA3: Land West of Bridgend | £230,550 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of | Utilities Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|---|------------------|---------------------------|------------------------|---|---------------------------|---|--|
| | works anticipated; Fibre available. <ul style="list-style-type: none"> • Virgin Media – Not affected but in the immediate area; new Services possible. • Diversionary Infrastructure Works • New Supply Infrastructure Works | | | | | | infrastructure necessary to accommodate the level of development proposed. | | development proposed. | |
| 5.7.4 | Broadband: | PLA4: Land East of Pencoed COM14 | £0 assuming no network reinforcement is required. | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utilities Strategy |
| 5.7.5 | Broadband: Costs includes anticipated disconnections, diversions and new connections required for BT (Openreach), Virgin Media and Vodafone | PLA5: Land East of Pyle COM14 | £96,500 | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Study |

6. Social and Community Facilities

| Priority Status | | | | | | | | | | |
|------------------------------|---|--|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|--|-----------------|
| Essential | | | Required | | | Desirable | | | Delivered | |
| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
| 6.1.1 | Commercial and leisure uses including: A new Foodstore on land incorporated within the site | PLA1: Porthcawl Waterfront Regeneration Area | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2018-2033 | To be provided as part of the design and layout of the development | Site Masterplan |
| 6.1.2 | A local hub with a concentration of appropriate uses and local services. Including: Commercial floor space at ground floor level located in area near to school/at the nodal point. Potential Primary Healthcare facility | PLA2: Land South of Bridgend (Island Farm) | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development | Site Masterplan |
| 6.1.3 | Community space to potentially include: Dual use facilities within new Primary School; A 'Work from Home' hub. | PLA3: Land West of Bridgend | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|--|-----------------|
| 6.1.4 | Community hub to include: Appropriate Commercial and Community uses potentially including a new Primary Healthcare facility | PLA4: Land East of Pencoed | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development | Site Masterplan |
| 6.1.5 | A new 'local' hub to include an appropriate mixed of commercial uses and community facilities. This could include a small Local Centre incorporating retail floor space at ground floor. | PLA5: Land East of Pyle | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development | Site Masterplan |

APPENDIX 1 – STRATEGIC SITE REQUIREMENTS

PLA1: Porthcawl Waterfront Regeneration Area

| Priority Status | |
|------------------|---|
| Essential | Critical to the delivery of the LDP |
| Required | Required by policy to mitigate the impacts of development |
| Desirable | Unlikely to prevent development but helps to deliver place making objectives |
| Delivered | Issues have been resolved or infrastructure delivered |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|---|-------------------------|------------------|---------------------------|------------------------|--|---------------------------|---|---|
| 1. Transport Infrastructure | | | | | | | | | | |
| 1.1 Walking and Cycling – Active Travel | | | | | | | | | | |
| 1.1.1 | INM-POR-01 Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process | Integrated Network Map (INM) Candidate Site Submission (CSS) Site Masterplan & Transport Assessment (TA) Site Viability Assessment (IFVA) |
| 1.1.2 | INM-POR-12 Cycling / Shared-Use Improved connection from Newton to Porthcawl own centre and onward to Porthcawl Comprehensive School | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | Integrated Network Map (INM) Candidate Site Submission (CSS) Site Masterplan & Transport Assessment (TA) Viability Assessment (IFVA) |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|-------------------------|------------------|---------------------------|------------------------|--|---------------------------|---|-------------------------------|
| 1.1.3 | INM-POR-13 Cycling / Shared-Use Enhanced link to Porthcawl town centre from Porthcawl Primary School | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.4 | INM-POR-14 Cycling / Shared-Use Upgrade existing off-road footpath to make suitable for shared use between Newton and Porthcawl town centre via Trecco Bay | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.5 | INM-POR-15 Cycling / Shared-Use Long term proposal to connect Bridgend and Porthcawl | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.6 | INM-POR-17 Cycling / Shared-Use New off-road active travel route from Rhych Avenue to Newton Primary School/Sandy Lane | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.7 | INM-POR-18 Cycling / Shared-Use New active travel route from Dan-y-Graig to Newton Primary School/ Porthcawl Commercial Centre | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Exact extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.8 | INM-POR-22 – Walking | PLA1: Porthcawl Waterfront Regeneration Area | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|-------------------------|--------------------------------------|---------------------------|------------------------|--|---------------------------|--|-------------------------------------|
| | | PLA12 | | | | | mitigate the impact of LDP development | | | |
| 1.1.9 | INM-POR-23 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.10 | INM-POR-24 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.11 | INM-POR-25 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.12 | INM-POR-26 – Cycling / Shared-Use | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.13 | INM-POR-28 - Walking | PLA1: Porthcawl Waterfront Regeneration Area PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.2 Road and Rail | | | | | | | | | | |
| 1.2.1 | New Roundabout at Griffin Park and site access from Sandy Bay Link Road | PLA1: Porthcawl Waterfront Regeneration Area | £3,759,357 | Developer to provide as part of PLA1 | Developer | None | Inadequate provision of road infrastructure will result in significant increases in journey | 2023-2028 | Exact alignment to be confirmed | Strategic Transport Appraisal (STA) |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|---|--------------------|---|---------------------------|------------------------|--|---------------------------|-----------------|--|
| | | | | | | | times and will have a negative impact on road safety | | | Site Masterplan & TA IFVA |
| 1.2.2 | Provision of 0.12ha of land to deliver a public transport terminus. | PLA1: Porthcawl Waterfront Regeneration Area PLA8(2) | Land dedication | Developer to allocate land within the site BCBC | Developer BCBC | tbc | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | CCR funding bid | Porthcawl Land use Framework (LUF) Site Masterplan & TA |

2. Education

2.1 Nursery Provision

See Primary Provision

2.2 Primary Provision

| | | | | | | | | | | |
|-------|--|--|------------|---|----------------|------|---|-----------|---|-------|
| 2.2.1 | New 1FE Welsh-medium primary school with co-located 60 place nursery facility 4 Classroom extension to existing English medium primary school | PLA1: Porthcawl Waterfront Regeneration Area SP10 | £4,389,364 | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | SPG16 |
|-------|--|--|------------|---|----------------|------|---|-----------|---|-------|

2.3 Secondary Provision

No requirement identified during consultation with BCBC Schools & Family Support Unit

3. Health

3.1. Hospitals, Health Centres, Dental and Care of the Elderly facilities

No site specific requirements identified in consultation

4. Environmental Management

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|--|------------------------|-----------------|---------------------------|------------------------|---|---|---|---|
| 4.1 Green Infrastructure Networks and Accessible Natural Greenspace | | | | | | | | | | |
| 4.1.1 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA1 and DNP9.</p> <p>To include:</p> <ul style="list-style-type: none"> • A large new area of public open space, which will facilitate green infrastructure connectivity from the existing Griffin Park into the Sandy Bay residential area and the Relic Dunes to the south-east • Appropriate pedestrian access to the Relic Dunes to form part of a detailed management plan • Creation of a recreational route along Sandy Bay to provide an interface between the town and the sea • Formal and informal play space and public squares incorporated within the residential areas. | <p>PLA1 Porthcawl Waterfront Regeneration Area</p> <p>DNP9</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.</p> <p>Negative Impact on contribution made by site to sustainability and well-being.</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |
| 4.2 Children's Play & Outdoor Sport | | | | | | | | | | |
| 4.2.1 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> | <p>PLA1 Porthcawl Waterfront Regeneration Area</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.</p> | To be provided as part of the development scheme at stages to be agreed at the detailed application | <p>On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG.</p> | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|--|---|-----------------|------------------------------------|------------------------|--|---|--|--|
| | Minimum requirement to consist of: <ul style="list-style-type: none"> LAPs 2 LEAPs 1 NEAPs | | | | | | | stage. See phasing in Housing Trajectory. | | |
| 4.2.7 | Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues. | PLA1 Porthcawl Waterfront Regeneration Area COM10 DNP9 | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | Site Masterplan Outdoor Sport and Children's Playspace Audit. |
| 4.3 Allotments | | | | | | | | | | |
| 4.3.3 | Provision of land for allotment provision to be incorporated into the Green Infrastructure Assessment of major development proposals with reference to the Allotment Audit and Policy COM12 | DNP9 PLA1 | To be determined on a case by case basis | Developer | Developer in conjunction with BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | To be provided as part of the development scheme at stages to be agreed at the detailed application stage | Town Council Allotment Association | Allotment Audit |
| 4.4 Cemeteries | | | | | | | | | | |
| No site specific requirements identified | | | | | | | | | | |
| 4.5 Biodiversity Assets and Environmental Enhancements | | | | | | | | | | |
| 4.5.1 | Implement a range of biodiversity measures and environmental enhancements. Including: <ul style="list-style-type: none"> Retention of Rych Point SINC. | PLA1: Porthcawl Waterfront Regeneration Area SP17 DNP5 DNP6 | To be provided as part of the design and layout of the site | Developer | Developer | None | Site fails to meet LDP objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed | | Site Masterplan Ecological Appraisal |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---|-------|---------------|
| | <ul style="list-style-type: none"> The loss of any part of the neutral maritime grassland considered to be of High Local Value in the east of the site and north of the mobile dune system would necessitate the creation of compensatory habitats, or other equivalent conservation benefits elsewhere. Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (roosting bats, common reptiles and roof-nesting and ground-nesting birds) and provide appropriate compensatory and replacement habitat | | | | | | | application stage. See phasing in Housing Trajectory. | | |

4.6 Flood Risk and Surface Water Drainage

| | | | | | | | | | | |
|-------|---|--|------------|-------------------|------------------|------|---|---|-------------------------------------|---|
| 4.6.1 | <p>Porthcawl Coastal Defence Works</p> <p>Phase 1:</p> <ul style="list-style-type: none"> Western Breakwater - maintenance to ensure its long-term structural integrity. Eastern Promenade - crest raising and strengthening of the existing parapet wall to reduce overtopping, and provision of a setback floodwall to reduce | <p>PLA1: Porthcawl Waterfront Regeneration Area</p> <p>SP4 DNP10</p> | £3,900,000 | Developer BCBC WG | Developer / BCBC | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | <p>2023-2028</p> <p>To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.</p> | Funding approved in principal by WG | <p>SFCA</p> <p>Arup Coastal Risk Management Study</p> |
|-------|---|--|------------|-------------------|------------------|------|---|---|-------------------------------------|---|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------------------|
| | <p>inundation. This is in combination with land raising to minimise visual impact, as required.</p> <ul style="list-style-type: none"> • Relict Dunes - monitoring and minor management to conserve and enhance the relict dunes in their current stable and re-naturalised state. • Rhych Point - provision of rock armour revetment to protect the headland's neck. <p>Phase 2 (Coney Beach)</p> <ul style="list-style-type: none"> • Terraced revetment (158m) • Rock armour erosion protection (54m) | | | | | | | | | |
| 4.6.2 | <p>Surface Water Management</p> <p>Disposal of surface water via an infiltration based SUDS system is viable within the Sandy Bay area of the site allowing for a significant element of the wider sites surface water to be disposed of via infiltration. The Residual surface water generated within the Salt Lake area will be dealt with by at source SUDS measures prior to being discharged into the sea via an outfall pipe located within the existing harbour or beyond the existing breakwater.</p> | PLA1: Porthcawl Waterfront Regeneration Area | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Redstart Drainage Strategy Report |

5. Utilities

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|---|--|--|---|---------------------------|------------------------|---|---------------------------|---|--|
| 5.1 Water and Waste Water – WwTW Provision and Improvements | | | | | | | | | | |
| 5.1.2 | Penybont Wastewater Treatment Works There should be no issue accommodating the foul-only flows from the LDP Allocation | PLA1: Porthcawl Waterfront Regeneration Area | n/a | n/a | n/a | None | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
| 5.2 Water and Waste Water – Foul Network / Public Sewerage | | | | | | | | | | |
| 5.2.2 | Owing to the number of units proposed on this site, it is unlikely that there is sufficient capacity available within the public sewerage network to accommodate the foul-only flows from this site. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required. | PLA1: Porthcawl Waterfront Regeneration Area | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW consultation |
| 5.2.3 | Drainage & SUDs Strategy: <ul style="list-style-type: none">Proposed surface water drainage diversionsProposed foul drainage | PLA1: Porthcawl Waterfront Regeneration Area | £3,850,000 (Subject to further revision) | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS Redstart Drainage Strategy Report IFVA |
| 5.3 Water and Waste Water – Foul Network / Public Sewerage | | | | | | | | | | |
| 5.3.1 | 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 | PLA1: Porthcawl Waterfront Regeneration Area | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2018-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|--|--------------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|---|
| | assessment will likely be required in order to determine the level of reinforcement works required. | | | | | | | | the requisition provisions of the Water Industry Act 1991. | |
| 5.3.2 | Water supply: <ul style="list-style-type: none"> • Connections • Diversions • Disconnections | PLA1: Porthcawl Waterfront Regeneration Area | £466,200 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | Multi-Utility Infrastructure Feasibility Summary Report |
| 5.4 Water and Waste Water – Easements and Diversions (to protect assets crossing the site) | | | | | | | | | | |
| 5.4.1 | The site is traversed by a 6" distribution main and a 10" trunk main for which protection measures will be required in the form of easement widths or diversions. | PLA1 Porthcawl Waterfront Regeneration Area Salt Lake Car Park | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.2 | The site is traversed by a 400mm combined rising main and a 6" foul sewer for which protection measures will be required in the form of easement widths or diversions. | PLA1: Porthcawl Waterfront Regeneration Area Salt Lake Car Park | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.3 | 675mm combined sewer traversing site | PLA1: Porthcawl Waterfront | To be accommodated | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site | 2023-2033 | Where there are assets crossing the site, protection | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------|-----------------|---------------------------|------------------------|--|---------------------------|---|---------------|
| | | Regeneration Area Sandy Bay Phase 2 | ed within site | | | | can accommodate the level of development proposed. | | measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | |

5.5 Electricity Provision

| | | | | | | | | | | |
|--------------|--|--|-------------|-----------|---------------|------|---|-----------|---|---|
| 5.5.1 | Electricity Provision To provide the capacity for the development of 4,135 kVA, a point of connection (POC) is required from the WPD network at Nottage Primary Sub-station. | PLA1: Porthcawl Waterfront Regeneration Area | £1,093,2000 | Developer | Developer WPD | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Summary Report |
|--------------|--|--|-------------|-----------|---------------|------|---|-----------|---|---|

5.6 Gas Supply

| | | | | | | | | | | |
|--------------|--|--|----------|-----------|-----------|------|---|-----------|---|---|
| 5.6.1 | Gas Supply Connections Diversions Disconnections | PLA1: Porthcawl Waterfront Regeneration Area | £341,400 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Summary Report |
|--------------|--|--|----------|-----------|-----------|------|---|-----------|---|---|

5.7 Telecommunications

| | | | | | | | | | | |
|--------------|------------|---|----------|-----------|-----------|------|---|-----------|---|---|
| 5.7.1 | Broadband: | PLA1: Porthcawl Waterfront Regeneration Area COM14 | £256,400 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Summary Report |
|--------------|------------|---|----------|-----------|-----------|------|---|-----------|---|---|

6. Social and Community Facilities

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|--|-----------------|
| 6.1.1 | Commercial and leisure uses including: A new Foodstore on land incorporated within the site | PLA1: Porthcawl Waterfront Regeneration Area | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2018-2033 | To be provided as part of the design and layout of the development | Site Masterplan |

PLA2: Land South of Bridgend (Island Farm)

| Priority Status | |
|------------------|---|
| Essential | Critical to the delivery of the LDP |
| Required | Required by policy to mitigate the impacts of development |
| Desirable | Unlikely to prevent development but helps to deliver place making objectives |
| Delivered | Issues have been resolved or infrastructure delivered |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|---|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|-------------------------------|
| 1. Transport Infrastructure | | | | | | | | | | |
| 1.1 Walking and Cycling – Active Travel | | | | | | | | | | |
| 1.1.14 | INM-POR-15 Cycling / Shared Use - Long term proposal to connect Bridgend and Porthcawl Upgrade route on western boundary of site to accommodate all modes of transport. | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.15 | INM-BR-46 Extend INM-BR-46 through Technology Park & connect with INM-POR-15 to the western boundary of site. Extend route on Ewenny Road southwards to link in with proposed upgraded junction that will serve the proposed Tennis Centre. | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|-------------------------------|
| 1.1.16 | <p>INM-BR-48 Cycling / shared use</p> <p>Extension to existing active travel link from Broadlands to Brynteg Comprehensive School</p> <p>INM-BR-75 Cycling / shared use -</p> <p>New section of shared-use path on A48 within vicinity of proposed site access including a crossing point with northern side of carriageway.</p> <p>Link up with INM-BR-49 (west) and east towards Ewenny Roundabout (INM-BR-45)</p> | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>PLA12</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.17 | <p>INM-BR-45 Cycling / shared use</p> <p>Shared-use off-road route along A48 between Broadlands and Bridgend Industrial Estate</p> | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>PLA12</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.18 | <p>INM-BR-49 Cycling / shared use</p> <p>New shared-use off-road route from Broadlands link to Bridgend town centre via Newbridge Fields</p> | <p>PLA2: Land South of Bridgend (Island Farm)</p> <p>PLA12</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.19 | <p>INM-BR-132 Cycling / Shared-Use</p> | <p>PLA2: Land South of</p> | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of | INM Site Masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|-----------------------------------|------------------|---------------------------|------------------------|--|---------------------------|--|----------------------------------|
| | | Bridgend (Island Farm) PLA12 | | | | | flows across the network and hence mitigate the impact of LDP development. | | master planning process. | IFVA |
| 1.1.20 | 2378 Footway (alongside road) | PLA2: Land South of Bridgend (Island Farm) PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.2 Road and Rail | | | | | | | | | | |
| 1.2.3 | New A48 site access | PLA2: Land South of Bridgend (Island Farm) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | New access will follow alignment of the access included as part of the extant planning consent | STA Site Masterplan & TA IFVA |
| 1.2.4 | Emergency Access through Bridgend Technology Park | PLA2: Land South of Bridgend (Island Farm) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Need to be confirmed in discussions with BCBC Highways | STA Site TA |
| 1.2.5 | Ewenny Roundabout (signalised) Conversion to a signalised crossroads arrangement | PLA2: Land South of Bridgend (Island Farm) PLA8(8) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site TA |
| 1.2.6 | Picton Court Roundabout Geometric improvements or signalised crossroads | PLA2: Land South of Bridgend (Island Farm) | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|------------------|---------------------------|------------------------|--|---------------------------|---|------------------------------|
| | with controlled crossing stages. | | | | | | a negative impact on road safety | | | |
| 1.2.37 | Improvements at Eweny & Broadlands roundabouts on A48 | PLA8(8); PLA2 Land South of Bridgend (Island Farm) | To be determined | Developer funded | Developer BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2033 | To be incorporated within new development proposals; Nature and extent of scheme to be developed in conjunction with BCBC Highways | LTP STA Site masterplan & TA |
| 1.2.38 | Capacity enhancements between Waterton and Laleston, A48 / A473, Bridgend | PLA8(9) PLA2 Land South of Bridgend (Island Farm) | To be determined | Developer funded | Developer BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2033 | To be incorporated within new development proposals; Nature and extent of scheme to be developed in conjunction with BCBC Highways | LTP STA |

2. Education

2.1 Nursery Provision

See Primary Provision

2.2 Primary Provision

| | | | | | | | | | | |
|-------|---|--|------------|---|--------------------|------|---|-----------|---|---|
| 2.2.2 | New 1FE Primary School with co-located 42 place nursery facility. | PLA2: Land South of Bridgend (Island Farm) | £4,928,735 | Developer S106 contribution Developer land contribution BCBC WG | Developer and BCBC | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |
|-------|---|--|------------|---|--------------------|------|---|-----------|---|---|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------|---|---------------------------|------------------------|---|---------------------------|---|---|
| 2.2.3 | Temporary Primary School provision | PLA2: Land South of Bridgend (Island Farm) | tbc | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |

2.3 Secondary & Post 16 Provision

No site specific requirements identified in consultation with Schools & Family Support Unit

2.4 SEN Provision

| | | | | | | | | | | |
|-------|---|--|---|---------|------|------|--|-----------|--|---|
| 2.4.1 | Relocation of Heronsbridge Special Education Needs School | PLA2: Land South of Bridgend (Island Farm) | Land safeguarded within PLA2 subject to land transaction between BCBC and landowner | BCBC WG | BCBC | None | Existing school building no longer fit for purpose. Non-delivery risks the loss of funding for new school. | 2023-2028 | Land included within PLA2 but scheme subject to separate land deal | BCBC Schools & Family Support Unit Band B – 21 st Century Schools and Education Programme |
|-------|---|--|---|---------|------|------|--|-----------|--|---|

3. Health

3.1 Hospitals, Health Centres, Dental and Care of the Elderly facilities

No site specific requirements identified in consultation

4. Environmental Management

4.1 Green Infrastructure Networks and Accessible Natural Greenspace

| | | | | | | | | | | |
|-------|---|---|------------------------|-----------|-----------|------|---|-----------|---|-----------------|
| 4.1.2 | Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA2 and DNP9. To include: | PLA2 Land South of Bridgend (Island Farm) DNP9 | To be provided on-site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Negative | 2023-2033 | Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9). | Site Masterplan |
|-------|---|---|------------------------|-----------|-----------|------|---|-----------|---|-----------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|------------------------------|--------------------|-----------------|---------------------------|------------------------|--|---------------------------|---|-----------------|
| | <ul style="list-style-type: none"> The creation of a continuous 'green lung' connecting the site with Bridgend Town Centre (via Newbridge Fields) and Merthyr Mawr through a combination of informal and formal open spaces of green space for nature, play and movement Significant landscape buffers on the edge of the site, notably the southern and western boundaries to soften the development and mitigate possible effects on visual amenity. Establish green links along the western edge. These could include public access which connect the A48 footpath with a wider network of connections towards Merthyr Mawr to the south Retention of the existing SINC to the north, enhanced ecological area to the south west and the retained / enhanced hedgerow corridors | | | | | | Impact on contribution made by site to sustainability and well-being goals | | To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG) | |
| 4.2 Children's Play & Outdoor Sport | | | | | | | | | | |
| 4.2.2 | Provision of Children's Play and Outdoor Sport | PLA2 Land South of | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of | To be provided as | On-site provision must comply with | Site Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--------------------|-----------------|---------------------------|------------------------|--|---|--|---|
| | <p>facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further master planning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> • LAPs • 2 LEAPs • 1 NEAPs | <p>Bridgend (Island Farm)</p> <p>COM10 DNP9</p> | | | | | delivering high standards of place making and green infrastructure networks throughout the Strategic Site allocations. | part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | Outdoor Sport and Children's Playspace Audit. |
| 4.2.8 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> • a range of pitches and green courts delivered as part of the Primary School will be made available for use by the wider community • Potential to incorporate changing facilities within the school for use in association with playing fields. | <p>PLA2 Land South of Bridgend (Island Farm)</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|--|--|-----------------|------------------------------------|------------------------|---|---|------------------------------------|---|
| 4.3 Allotments | | | | | | | | | | |
| 4.3.3 | Provision of land for allotment provision to be incorporated into the Green Infrastructure Assessment of major development proposals with reference to the Allotment Audit and Policy COM12 | DNP9 PLA2 COM1 sites | To be determined on a case by case basis | Developer | Developer in conjunction with BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | To be provided as part of the development scheme at stages to be agreed at the detailed application stage | Town Council Allotment Association | Allotment Audit |
| 4.4 Cemeteries | | | | | | | | | | |
| No site specific requirements identified | | | | | | | | | | |
| 4.5 Biodiversity Assets and Environmental Enhancements | | | | | | | | | | |
| 4.5.2 | Implement a range of biodiversity measures and environmental enhancements. Including: <ul style="list-style-type: none"> Retention and enhancement of the SINC with the exception of the access road from the A48. Extension to existing SINC 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; | PLA2: Land South of Bridgend (Island Farm) SP17 DNP5 DNP6 | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | Site Masterplan Ecological Appraisal |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|--|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|------------------|
| | <ul style="list-style-type: none"> Retention and enhancement of the existing hedgerow network. Retention of continuous green areas to ensure a continued network of green and blue infrastructure | | | | | | | | | |
| 4.6 Flood Risk and Surface Water Drainage | | | | | | | | | | |
| 4.6.3 | <p>Surface Water Management</p> <p>Stormwater flows from developed areas to be collected via a positive drainage system and conveyed using the natural fall of the site to a main collection point through a variety of attenuation systems including underground tanks, impermeable reens / swales and attenuation lagoons to a pumping station facility. This will pump stormwater back up to a gravity sewer provided within the main access road connecting the development with the A48.</p> <p>The gravity sewer will connect to the adopted sewer that runs adjacent to the site and connects with the River Ogwr within the north west corner of the site. Flows</p> | PLA2: Land South of Bridgend (Island Farm) | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | CSS – Masterplan |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|
| | to be discharged via the gravity sewer into the River Ogwr west of the site to the south of the A48. | | | | | | | | | |

5. Utilities

5.1 Water and Waste Water – WwTW Provision and Improvements

| | | | | | | | | | | |
|-------|--|--|-----|-----|-----|------|-----|-----|--|-------------------|
| 5.1.2 | Penybont Wastewater Treatment Works There should be no issue accommodating the foul-only flows from the LDP Allocation | PLA2: Land South of Bridgend (Island Farm) | n/a | n/a | n/a | None | N/A | N/A | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
|-------|--|--|-----|-----|-----|------|-----|-----|--|-------------------|

5.2 Water and Waste Water – Foul Network / Public Sewerage

| | | | | | | | | | | |
|-------|---|--|------------|---|-----------|------|---|-----------|---|-----------------------------------|
| 5.2.2 | Owing to the number of units proposed on this site, it is unlikely that there is sufficient capacity available within the public sewerage network to accommodate the foul-only flows from this site. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required. | PLA2: Land South of Bridgend (Island Farm) | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW consultation |
| 5.2.4 | Drainage & SUDs <ul style="list-style-type: none"> Drainage runs (foul and surface); | PLA2: Land South of Bridgend (Island Farm) | £6,250,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to | 2023-2033 | | CSS Site Drainage Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|--|---|---|---------------------------|------------------------|---|---------------------------|---|--------------------------------------|
| | <ul style="list-style-type: none"> Attenuation (surface); Water pumping station (foul and surface) | | | | | | accommodate the level of development proposed. | | | IFVA |
| 5.3 Water and Waste Water – Water Supply | | | | | | | | | | |
| 5.3.1 | 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. | PLA2: Land South of Bridgend (Island Farm) | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2018-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW Consultation response |
| 5.3.3 | <p>Water supply:</p> <ul style="list-style-type: none"> Connections – Point of adequacy unknown and therefore cost of off-site infrastructure unknown Diversions – not envisaged Disconnections - not envisaged | PLA2: Land South of Bridgend (Island Farm) | £370,000 based on 740 homes at £500 per connection. | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2018-2033 | | CSS Utilities Strategy Report |
| 5.4 Water and Waste Water – Easements and Diversions (to protect assets crossing the site) | | | | | | | | | | |
| 5.4.4 | There is a 6" foul sewer traversing the site | PLA2: Land South of Bridgend (Island Farm) | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|----------------------------------|--|--|--|------------------|---------------------------|------------------------|---|---------------------------|--|---------------------------------------|
| | | | | | | | | | integrity of the asset and allow for access if required. This will be at the developer's cost. | |
| 5.5 Electricity Provision | | | | | | | | | | |
| 5.5.2 | Electricity Provision New WPD HV (11kV) ring main to serve the site with new sub-stations as follows: <ul style="list-style-type: none"> • 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 | PLA2: Land South of Bridgend (Island Farm) | £1,653,000 Comprising of: £888,000 based on 740 homes at £1,200 per connection £595,000 for new sub-stations (£85,000 each) £85,000 for Primary School sub-station £85,000 for SEN School sub-station | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | | Utility Strategy |
| 5.5.6 | The site is crossed by a National Grid high voltage electricity transmission overhead line. XM Route - 275Kv two circuit route from Pyle 2 substation in Bridgend to Cowbridge substation in VoG | PLA2: Land South of Bridgend (Island Farm) | To be accommodated within site | Developer | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that | National Grid – consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|---|---|------------------|---------------------------|------------------------|---|---------------------------|---|---|
| | | | | | | | | | changes in ground levels do not result in safety clearances being infringed | |
| 5.6 Gas Supply | | | | | | | | | | |
| 5.6.2 | Gas Supply <ul style="list-style-type: none"> • Diversions - not envisaged but protection works might be required • Disconnections – not envisaged | PLA2: Land South of Bridgend (Island Farm) | £740,000 based on 740 homes at £1,000 per connection. | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Summary Report |
| 5.7 Telecommunications | | | | | | | | | | |
| 5.7.2 | Broadband | PLA2: Land South of Bridgend (Island Farm) COM14 | £0 assuming no network reinforcement is required | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | CSS Site Masterplan |
| 6. Social and Community Facilities | | | | | | | | | | |
| 6.1.2 | A local hub with a concentration of appropriate uses and local services. Including: Commercial floor space at ground floor level located in area near to school/at the nodal point. Potential Primary Healthcare facility | PLA2: Land South of Bridgend (Island Farm) | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development | Site Masterplan |

PLA3: Land West of Bridgend (Parc Llangewydd)

| Priority Status | |
|------------------|---|
| Essential | Critical to the delivery of the LDP |
| Required | Required by policy to mitigate the impacts of development |
| Desirable | Unlikely to prevent development but helps to deliver place making objectives |
| Delivered | Issues have been resolved or infrastructure delivered |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|---|--------------------------------------|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|-------------------------------|
| 1. Transport Infrastructure | | | | | | | | | | |
| 1.1 Walking and Cycling – Active Travel | | | | | | | | | | |
| 1.1.21 | INM-BR-52 Cycling / Shared-Use | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.22 | INM-BR-55 Cycling / shared use Improvement to link from existing off-road shared-use route to proposed Merlin Crescent route | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.23 | INM-BR-57 Cycling / shared use New shared cycle / footway on the northern side of A473, connecting the site with INM-BR-57 linking to shops at Bryntririon. | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|---|-------------------------------|
| | Footway widened to the west of the site access to provide better connection to eastbound bus stop on A473 | | | | | | | | | |
| 1.1.24 | INM-BR-58 Cycling / Shared use Improvement to on-road route between Broadlands and Bridgend town centre | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.25 | 2120 Broadlands to Laleston Shared use crossing of new site access junction to connect internal cycleway/footway with BRC9b on southern side of the A473. This will enable connection to INM-BR-58 and INM-BR-52 . | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.26 | INM-BR-127 Cycling / Shared-Use | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process. | INM Site Masterplan & TA IFVA |
| 1.1.27 | Green Travel Corridor Llangwydd Road to be closed to motor vehicles (except emergency) between | PLA3: Land West of Bridgend PLA12 | Costs to be established | Developer | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--|--|------------------|---------------------------|------------------------|--|---------------------------|--|------------------------------------|
| | Bryntirion and where it joins lane running north-south. To facilitate safe connection to INM-BR-55 and INM-57 . | | | | | | | | Feasibility of route to be discussed with BCBC Highways Feasibility of route to be discussed with BCBC Highways | |
| 1.2 Road and Rail | | | | | | | | | | |
| 1.2.7 | Broadlands Roundabout Alterations to entry arm geometry | PLA3: Land West of Bridgend PLA8(8) | Provided as part of highway works Developer Cost Estimate: £2,846,000 | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site TA |
| 1.2.8 | A473 Site Access Safe access requires a 3-arm traffic signal-controlled junction with the A473. | PLA3: Land West of Bridgend | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.9 | Junction improvements on A473/Broadlands to improve highway safety | PLA3: Land West of Bridgend | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |
| 1.2.10 | Secondary / emergency access through Llangewydd Rd / stop up to traffic | PLA3: Land West of Bridgend | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | To be delivered following consultation with Road Safety / Highways | Site Masterplan & TA |
| 1.2.37 | Improvements at Ewenny & Broadlands | PLA8(8) PLA2 Land South of Bridgend (Island Farm) | To be determined | Developer funded | Developer BCBC | None | Inadequate provision of road infrastructure will result in signification increases | 2023-2028 | | LTP STA Site masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|--|--------------------|------------------|---------------------------|------------------------|--|---------------------------|---|------------------------------|
| | roundabouts on A48 | PLA3 Land West of Bridgend | | | | | in journey times and will have a negative impact on road safety | | | |
| 1.2.38 | Capacity enhancements between Waterton and Laleston, A48 / A473, Bridgend | PLA8(9) PLA2 Land South of Bridgend (Island Farm) PLA3 Land West of Bridgend | To be determined | Developer funded | Developer BCBC | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2033 | To be incorporated within new development proposals; Nature and extent of scheme to be developed in conjunction with BCBC Highways | LTP STA Site masterplan & TA |

2. Education

2.1 Nursery Provision

See Primary Provision

2.2 Primary Provision

| | | | | | | | | | | |
|-------|---|-----------------------------|------------|---|--------------------|------|---|-----------|---|---|
| 2.2.4 | New 1.5FE Primary School with co-located 42 place nursery facility. | PLA3: Land West of Bridgend | £5,375,111 | Developer S106 contribution Developer land contribution BCBC WG | Developer and BCBC | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |
|-------|---|-----------------------------|------------|---|--------------------|------|---|-----------|---|---|

2.3 Secondary & Post 16 provision

| | | | | | | | | | | |
|-------|---|-----------------------------|------------|-----------------------------|------|-----|---|-----------|---------------------------------|---|
| 2.3.1 | Financial contribution for secondary school provision | PLA3: Land West of Bridgend | £5,351,892 | Developer S106 contribution | BCBC | tbc | Lack of local secondary school places available for residents. Increase in traffic movements to take pupils elsewhere | 2028-2033 | Scheme to be identified by BCBC | BCBC Schools & Family Support Unit SPG16 |
|-------|---|-----------------------------|------------|-----------------------------|------|-----|---|-----------|---------------------------------|---|

2.4 SEN Provision

No requirement identified during consultation with BCBC Schools & Family Support Unit

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|

3. Health

3.1 Hospitals, Health Centres, Dental and Care of the Elderly facilities

No site specific requirements identified in consultation

4. Environmental Management

4.1 Green Infrastructure Networks and Accessible Natural Greenspace

| | | | | | | | | | | |
|--------------|--|--|------------------------|-----------|-----------|------|---|-----------|---|-----------------|
| 4.1.3 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA3 and DNP9.</p> <p>To include seven key areas of formal open space and informal spaces and linkages, green streets and the nature conservation area/SINC</p> <p>To include:</p> <ul style="list-style-type: none"> • The 'Community Green' and 'Grow Garden' – two main civic parks including 'formal' equipped areas of play • Western Linear Park – Incorporating a "Trim Trail Adventure Play Zone" • Laleston Trail - formal and/or informal equipped | <p>PLA3: Land West of Bridgend</p> <p>DNP9</p> | To be provided on-site | Developer | Developer | None | <p>Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure throughout the Strategic Site allocations. Negative impact on contribution made by site to sustainability and well-being.</p> | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |
|--------------|--|--|------------------------|-----------|-----------|------|---|-----------|---|-----------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|---|---|--------------------|-----------------|---------------------------|------------------------|--|---|--|---|
| | <p>areas in the form of a trim trail and/or natural play trail</p> <ul style="list-style-type: none"> Southern and Eastern Park – Create Local Landscaped Areas of Play, incorporating informally 'equipped' natural playscapes. | | | | | | | | | |
| 4.2 Children's Play & Outdoor Sport | | | | | | | | | | |
| 4.2.3 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> LAPs 2LEAPs 1 NEAPs | <p>PLA3 Land West of Bridgend</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.2.9 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined</p> | <p>PLA3 Land West of Bridgend</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout | To be provided as part of the development scheme at | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------|-----------------|---------------------------|------------------------|---------------------------------|---|--------------------------------|---------------|
| | <p>as site masterplanning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> a range of pitches and green courts delivered as part of the Primary School will be made available for use by the wider community Potential to incorporate changing facilities within the school for use in association with playing fields. | | | | | | the Strategic Site allocations. | stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | & New Housing Development SPG. | |

4.3 Allotments

| | | | | | | | | | | |
|-------|---|--------------|--|-----------|------------------------------------|------|--|---|------------------------------------|-----------------|
| 4.3.3 | Provision of land for allotment provision to be incorporated into the Green Infrastructure Assessment of major development proposals with reference to the Allotment Audit and Policy COM12 | DNP9 PLA3 | To be determined on a case by case basis | Developer | Developer in conjunction with BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | To be provided as part of the development scheme at stages to be agreed at the detailed application stage | Town Council Allotment Association | Allotment Audit |
|-------|---|--------------|--|-----------|------------------------------------|------|--|---|------------------------------------|-----------------|

4.4 Cemeteries

No site specific requirements identified

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|---|--|-----------------|---------------------------|------------------------|---|---|-------|--|
| 4.5 Biodiversity Assets and Environmental Enhancements | | | | | | | | | | |
| 4.5.3 | <p>Implement a range of biodiversity measures and environmental enhancements. Including:</p> <ul style="list-style-type: none"> Retention of woodland area Retention and improvement of Laleston Meadows SINC. Subject to further refinement, may include a natural/Semi natural area for nature conservation and education new wetland habitat SUDS informal green space for people to experience nature Creation of a continuous green buffer along the western boundary of the site | <p>PLA3 Land West of Bridgend</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | <p>Site Masterplan</p> <p>Ecological Appraisal</p> |
| 4.6 Flood Risk and Surface Water Drainage | | | | | | | | | | |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------|
| 4.6.4 | <p>Surface Water Management</p> <p>Consideration has been given to various SuDS components and their viability for use across the proposed development site. These include the use of Green roofs, infiltration systems and soakaways, filter strips (within green corridors), filter drains, swales, bioretention systems and rain gardens, pervious pavements, attenuation storage tanks, detention basins (within public open space) and ponds and wetlands (particularly within the Laleston Meadows SINC).</p> | PLA3: Land West of Bridgend | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | JBA Drainage Strategy |

5. Utilities

5.1 Water and Waste Water – WwTW Provision and Improvements

| | | | | | | | | | | |
|-------|---|-----------------------------|-----|-----|-----|------|-----|-----|--|-------------------|
| 5.1.2 | <p>Penybont WwTW</p> <p>There should be no issue accommodating the foul-only flows from the LDP Allocation</p> | PLA3: Land West of Bridgend | n/a | n/a | n/a | None | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
|-------|---|-----------------------------|-----|-----|-----|------|-----|-----|--|-------------------|

5.2 Water and Waste Water – Foul Network / Public Sewerage

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|------------------------------|--------------------|---|---------------------------|------------------------|---|---------------------------|---|--------------------------------------|
| 5.2.2 | Owing to the number of units proposed on this site, it is unlikely that there is sufficient capacity available within the public sewerage network to accommodate the foul-only flows from this site. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required. | PLA3: Land West of Bridgend | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW consultation |
| 5.2.5 | Drainage & SUDs | PLA3: Land West of Bridgend | tbc | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS JBA Drainage Strategy IFVA |
| 5.3 Water and Waste Water – Water Supply | | | | | | | | | | |
| 5.3.1 | 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 | PLA3: Land West of Bridgend | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2018-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|---|-------------------------|
| | reinforcement works required. | | | | | | | | | |
| 5.3.4 | <p>Water supply:</p> <ul style="list-style-type: none"> Possible site entrance diversion: Capacity TBC / reinforcement likely. Diversiionary Infrastructure Works. New Supply Infrastructure Works | PLA3: Land West of Bridgend | £475,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | Utility Strategy Report |
| 5.4 Water and Waste Water – Easements and Diversions (to protect assets crossing the site) | | | | | | | | | | |
| No site specific easement or diversions identified to date | | | | | | | | | | |
| 5.5 Electricity Provision | | | | | | | | | | |
| 5.5.3 | <p>Electricity Provision</p> <p>33kV & 11kV on site diversions, off-site 11kV works required to bring power to site.</p> <p>Diversiionary Infrastructure Works</p> <p>New Supply Infrastructure Works</p> | PLA3: Land West of Bridgend | £1,200,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | Utility Strategy Report |
| 5.6 Gas Supply | | | | | | | | | | |
| 5.6.3 | <p>Gas Supply</p> <p>Medium Pressure main on site; Reinforcement for</p> | PLA3: Land West of Bridgend | £205,500 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of | Utility Strategy Report |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|--|---------------------------|-----------------------|---------------|
| | Low Pressure connection. New Supply Infrastructure Works | | | | | | accommodate the level of development proposed. | | development proposed. | |

5.7 Telecommunications

| | | | | | | | | | | |
|--------------|--|-----------------------------|----------|-----------|-----------|------|---|-----------|---|-------------------------|
| 5.7.3 | Broadband: <ul style="list-style-type: none"> • Openreach - Site entrance diversionary works anticipated; Fibre available. • Virgin Media – Not affected but in the immediate area; new Services possible. • Diversionary Infrastructure Works • New Supply Infrastructure Works | PLA3: Land West of Bridgend | £230,550 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utility Strategy Report |
|--------------|--|-----------------------------|----------|-----------|-----------|------|---|-----------|---|-------------------------|

6. Social and Community Facilities

| | | | | | | | | | | |
|--------------|--|-----------------------------|-------------------|-----------|-----------|------|---|-----------|--|-----------------|
| 6.1.3 | Community space to potentially include: Dual use facilities within new Primary School; A 'Work from Home' hub. | PLA3: Land West of Bridgend | To be established | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development | Site Masterplan |
|--------------|--|-----------------------------|-------------------|-----------|-----------|------|---|-----------|--|-----------------|

PLA4: Land East of Pencoed

| Priority Status | |
|------------------|---|
| Essential | Critical to the delivery of the LDP |
| Required | Required by policy to mitigate the impacts of development |
| Desirable | Unlikely to prevent development but helps to deliver place making objectives |
| Delivered | Issues have been resolved or infrastructure delivered |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|---|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|-------------------------------|
| 1. Transport Infrastructure | | | | | | | | | | |
| 1.1 Walking and Cycling – Active Travel | | | | | | | | | | |
| 1.1.28 | INM-PE-2 Cycling / Shared-Use New shared-use off-road route from Pencoed college campus to links in RCT. | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.29 | INM-PE-8 Walking Footway to be widened and dropped kerbs where possible along Penybont Road. Feasibility and implementation of shared access route to Pencoed Railway Station | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|-------------------------------|
| 1.1.30 | INM-PE-12 Shared Used | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.31 | INME-PE-13 Shared use Implement INM-PE-13 shared-use off-road route from Pencoed College to employment site at Junction 35 and Pencoed Technology Park Scope to increase INM-BR-13 through M4 Junction 35 along A473? This is the ideal desire lane for pedestrians and cyclists. Current linkage to/from Bridgend town centre is INM-BR-9 along Coychurch Road | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.32 | INM-PE-20 Walking | PLA4: Land East of Pencoed PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.33 | INM-PE-26 Shared-Use | PLA4: Land East of Pencoed | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part | INM Site Masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|--|---------------------------|----------------------------|---------------|
| | | PLA12 | | | | | flows across the network and hence mitigate the impact of LDP development. | | of master planning process | IFVA |

1.2 Road and Rail

| | | | | | | | | | | |
|---------------|--|----------------------------|-----------------------------------|------------------|-----------|------|--|-----------|--|--------------------------|
| 1.2.11 | Northern access New priority junction with A473 which includes right turn lane from the A473 into the site | PLA4: Land East of Pencoed | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.12 | Southern access New priority junction with Felindre Road. | PLA4: Land East of Pencoed | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |

2. Education

2.1 Nursery Provision

See Primary Provision

2.2 Primary Provision

| | | | | | | | | | | |
|--------------|---|----------------------------|------------|--|--------------------|------|---|-----------|---|---|
| 2.2.5 | New 1.5FE Primary School with co-located 40 place nursery facility. | PLA4: Land East of Pencoed | £4,891,537 | Developer S106 contribution Developer land contribution | Developer and BCBC | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be | 2023-2028 | Location within site and delivery timescale to be progressed as part of master planning | BCBC Schools & Family Support Unit SPG16 |
|--------------|---|----------------------------|------------|--|--------------------|------|---|-----------|---|---|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|---|---------------------------|-------|---------------|
| | | | | BCBC WG | | | created on site, which will generate more vehicular traffic movements | | | |

2.3 Secondary & Post 16 provision

| | | | | | | | | | | |
|-------|---|----------------------------|------------|-----------------------------|------|-----|---|-----------|---------------------------------|---|
| 2.3.2 | Financial contribution for secondary school provision | PLA4: Land East of Pencoed | £1,881,984 | Developer S106 contribution | BCBC | tbc | Lack of local secondary school places available for residents. Increase in traffic movements to take pupils elsewhere | 2028-2033 | Scheme to be identified by BCBC | BCBC Schools & Family Support Unit SPG16 |
|-------|---|----------------------------|------------|-----------------------------|------|-----|---|-----------|---------------------------------|---|

2.4 SEN Provision

No site-specific requirement identified in consultation with BCBC Schools & Family Support Unit. Financial contribution to SEN places included within above figures.

3. Health

3.1 Hospitals, Health Centres, Dental and Care of the Elderly facilities

No site specific requirements identified in consultation

4. Environmental Management

4.1 Green Infrastructure Networks and Accessible Natural Greenspace

| | | | | | | | | | | |
|-------|---|---------------------------------------|------------------------|-----------|-----------|------|---|-----------|--|-----------------|
| 4.1.4 | Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA4 and DNP9. To include: <ul style="list-style-type: none">An East to west nature corridor created to form a network of green | PLA4 Land East of Pencoed DNP9 | To be provided on-site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure throughout the Strategic Site allocations. Negative impact on contribution made by | 2023-2033 | Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9). To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG) | Site Masterplan |
|-------|---|---------------------------------------|------------------------|-----------|-----------|------|---|-----------|--|-----------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|---|--|--------------------|-----------------|---------------------------|------------------------|--|---|--|---|
| | <p>spaces throughout the masterplan</p> <ul style="list-style-type: none"> Equipped play areas kept within the site to avoid children crossing the busy A473 Playing fields located in site over the A473 in flood zone Retention of the tree belt along the eastern boundary of the site A green "spine" running north to south through the site will be located along the high-pressure gas pipe and associated easement. | | | | | | site to sustainability and well-being. | | | |
| 4.2 Children's Play & Outdoor Sport | | | | | | | | | | |
| 4.2.4 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further masterplanning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> LAPs 2 LEAPs 1 NEAPs | <p>PLA4 Land East of Pencoed</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|---|--|--|-----------------|------------------------------------|------------------------|--|---|--|---|
| 4.2.10 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site masterplanning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> A number of playing pitches will be provided on the site adjacent to the A473 A replacement 3G pitch will be incorporated within the site for dual College / community use | <p>PLA4 Land East of Pencoed</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.3 Allotments | | | | | | | | | | |
| 4.3.3 | Provision of land for allotment provision to be incorporated into the Green Infrastructure Assessment of major development proposals with reference to the Allotment Audit and Policy COM12 | <p>DNP9</p> <p>PLA4</p> | To be determined on a case by case basis | Developer | Developer in conjunction with BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | To be provided as part of the development scheme at stages to be agreed at the detailed application stage | Town Council Allotment Association | Allotment Audit |
| 4.4 Cemeteries | | | | | | | | | | |
| No site specific requirements identified | | | | | | | | | | |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|

4.5 Biodiversity Assets and Environmental Enhancements

| | | | | | | | | | | |
|-------|--|--|--|-----------|-----------|------|---|---|--|--|
| 4.5.4 | <p>Implement a range of biodiversity measures and environmental enhancement. Including:</p> <ul style="list-style-type: none"> Existing woodland areas retained where possible. Creation of an East to west nature corridor – a network of green spaces throughout the masterplan. Provision of a broad woodland/habitat corridor in these areas, to improve habitat connectivity and be of benefit to a variety of species whilst also providing screening from the adjacent road network North to south tree belt to the east of the site enhanced. Diverse range of habitats provided - attenuation ponds/reed beds, Rain Gardens, Hedgerows and, Woodland. | <p>PLA4 Land East of Pencoed</p> <p>SP17 DNP5 DNP6</p> | To be provided as part of the design and layout of the development | Developer | Developer | None | Site fails to meet Plan objectives relating to maintaining ecological resilience. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | <p>Site Masterplan</p> <p>Ecological Appraisal</p> |
|-------|--|--|--|-----------|-----------|------|---|---|--|--|

4.6 Flood Risk and Surface Water Drainage

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------|
| 4.6.5 | <p>Surface Water Management:</p> <p>It is proposed to discharge surface water runoff from the development to the adjacent watercourses as per the current regime.</p> <p>Given the proposed site layout and land usage overland conveyance and storage in the form of swales and ponds is likely to be achievable.</p> <p>Attenuation facilities have been proposed for each drainage catchment, before discharging to the watercourse</p> | PLA4: Land East of Pencoed | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | WSP Drainage Strategy |

5. Utilities

5.1 Water and Waste Water – WwTW Provision and Improvements

| | | | | | | | | | | |
|-------|---|----------------------------|-----|-----|-----|------|-----|-----|--|-------------------|
| 5.1.2 | <p>Penybont Wastewater Treatment Works</p> <p>There should be no issue accommodating the foul-only flows from the LDP Allocation</p> | PLA4: Land East of Pencoed | n/a | n/a | n/a | None | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
|-------|---|----------------------------|-----|-----|-----|------|-----|-----|--|-------------------|

5.2 Water and Waste Water – Foul Network / Public Sewerage

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|------------------------------|--------------------|---|---------------------------|------------------------|---|---------------------------|---|--|
| 5.2.2 | Owing to the number of units proposed on this site, it is unlikely that there is sufficient capacity available within the public sewerage network to accommodate the foul-only flows from this site. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required. | PLA4: Land East of Pencoed | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2028 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW consultation |
| 5.2.6 | Drainage & SUDs Strategy: <ul style="list-style-type: none"> • Combined Sewer Diversion • Off-site sewer network upgrades • Attenuation/SUDs | PLA4: Land East of Pencoed | £1,250,000 | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2028 | | CSS Drainage Strategy IFVA |
| 5.3 Water and Waste Water – Water Supply | | | | | | | | | | |
| 5.3.1 | 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. | PLA4: Land East of Pencoed | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2028 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|------------------------------|------------------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|-------------------------------|
| 5.3.5 | <p>Water supply:</p> <ul style="list-style-type: none"> • Connections – Point of adequacy unknown and therefore cost of off-site infrastructure unknown • Diversions – not envisaged • Disconnections – not envisaged | PLA4: Land East of Pencoed | £500,000 on-site distribution only | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-20328 | | CSS Utilities Strategy |
| 5.4 Water and Waste Water – Easements and Diversions (to protect assets crossing the site) | | | | | | | | | | |
| 5.4.5 | There is a 200mm distribution main and a 250mm trunk main traversing the site for which protection measures will be required in the form of easement widths or diversions. | PLA4: Land East of Pencoed | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |
| 5.4.6 | There are three sewers and a rising main traversing the site for which protection measures will be required in the form of easement widths or diversions – these are a 100mm combined rising main, a 150mm combined sewer, a 300mm combined sewer and a 525mm combined sewer. | PLA4: Land East of Pencoed | To be accommodated within site | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Where there are assets crossing the site, protection measures will be required in the form of an easement width or diversion in order to maintain the integrity of the asset and allow for access if required. This will be at the developer's cost. | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|---|---|-----------------|---------------------------|------------------------|---|---------------------------|---|--------------------|
| 5.5 Electricity Provision | | | | | | | | | | |
| 5.5.4 | Electricity Provision <ul style="list-style-type: none"> • Connections – 11kV ring main with Sub-stations • Off-site upgrade – unknown • Diversions – not envisaged • Disconnections – not envisaged | PLA4: Land East of Pencoed | £500,000 on-site distribution only | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utilities Strategy |
| 5.6 Gas Supply | | | | | | | | | | |
| 5.6.4 | Gas Supply <ul style="list-style-type: none"> • Connections – not envisaged due to electric heating/cookers • Diversions – not envisaged but protection works might be required • Disconnections – not envisaged | PLA4: Land East of Pencoed | £400,000 Protection works | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Utilities Strategy |
| 5.7 Telecommunications | | | | | | | | | | |
| 5.7.4 | Broadband Provision | PLA4: Land East of Pencoed Com14 | £0 assuming no network reinforcement is required. | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. To be confirmed at Deposit Plan stage. | Utilities Strategy |
| 6. Social and Community Facilities | | | | | | | | | | |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------------------------|-----------------|---------------------------|------------------------|---|---------------------------|---|-----------------|
| 6.1.4 | Community hub to include: Appropriate Commercial and Community uses potentially including a new Primary Healthcare facility | PLA4: Land East of Pencoed | To be provided as part of the scheme | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2023-2033 | To be provided as part of the design and layout of the development. | Site Masterplan |

PLA5: Land East of Pyle

| Priority Status | |
|------------------|---|
| Essential | Critical to the delivery of the LDP |
| Required | Required by policy to mitigate the impacts of development |
| Desirable | Unlikely to prevent development but helps to deliver place making objectives |
| Delivered | Issues have been resolved or infrastructure delivered |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|--------------------------------------|-------------------------|------------------|---------------------------|------------------------|---|---------------------------|--|-------------------------------|
| 1. Transport Infrastructure | | | | | | | | | | |
| 1.1 Walking and Cycling – Active Travel | | | | | | | | | | |
| 1.1.34 | INM-PY-18 Cycling / Shared Use New off-road active travel route between Pyle and Bridgend via Laleston | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.35 | INM-PY-12 Walking New section of footway from A48 Pyle Road to Pyle railway station access and footbridge | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.36 | INM-PY-13 Cycling / Shared Use Enhanced link from Village Farm Industrial Estate to Pyle railway station including some off-road provision Link up INM-PY-9 with INM-PY-13 via proposed footbridge. | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|--------------------------------------|-----------------------------------|------------------|--|------------------------|--|---------------------------|--|-------------------------------|
| 1.1.37 | INM-PY-16 Cycling / shared used Improvement to alternative route from Village Farm industrial estate to Pyle railway station including new footbridge suitable for shared use | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.38 | INM-PY-27 Walking | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.1.39 | New shared use pedestrian / cycle footbridge across Railway | PLA5: Land East of Pyle PLA12 | Costs to be established | Developer funded | Developer | None | Investment in Active Travel routes will reduce the traffic flows across the network and hence mitigate the impact of LDP development. | 2023-2028 | Developer to deliver. Extent of works to be confirmed as part of master planning process | INM Site Masterplan & TA IFVA |
| 1.2 Road and Rail | | | | | | | | | | |
| 1.2.13 | Highway improvements to the A48/A4229 roundabout to improve traffic flow and highway safety | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.14 | Downgrade the A48 to provide new shared footways, cycleways and improved crossing | PLA5: Land East of Pyle | Provided as part of | Developer funded | Developer Network Rail BCBC | None | Inadequate provision of road infrastructure will result in signification | 2023-2028 | Exact nature of works required to be | Site Masterplan & TA |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|---------------------------------------|--|--|--|------------------------|--|---------------------------|--|---|
| | facilities to enhance pedestrian safety in the vicinity of the site | | highway works | | | | increases in journey times and will have a negative impact on road safety | | discussed with BCBC Highways | |
| 1.2.15 | Access junction on the A4229, additional access to the western land parcel will be provided via a new 4-arm MOVA controlled staggered signal junction on the A48. (western parcel) | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.16 | A48 junction will form a 3-arm MOVA controlled signal junction with a 7.3m wide access road (eastern parcel) | PLA5: Land East of Pyle | Provided as part of highway works | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | STA Site Masterplan & TA |
| 1.2.17 | New Footbridge over Railway Line | PLA5: Land East of Pyle | Option 1 - £1,239,549 Option 2 - £2,847,560 | Developer funded | Developer in liaison with Network Rail | None | Inadequate provision of safe pedestrian facilities will have a negative impact on highway safety | 2023-2028 | Option 1 is preferred. Detailed design to be progressed as part of master planning process | CSS: Pyle proposed footway works – cost estimate (October 2020) IFVA |
| 1.2.18 | Emergency access through Village Farm Industrial Estate | PLA5: Land East of Pyle | Costs to be established | Developer funded | Developer | None | Inadequate provision of road infrastructure will result in signification increases in journey times and will have a negative impact on road safety | 2023-2028 | Extent of works to be confirmed as part of master planning process | Site Masterplan & TA |
| 1.2.35 | Pyle Railway station improvements Proposal to extend the existing park and ride facility from 25 bays by | PLA8(6) PLA5 Land East of Pyle | £19.7m – cost of station relocation | WG – SW Metro project CCR City Deal BCBC | WG / TfW Network Rail BCBC | n/a | Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services | 2023-2033 | Land safeguarded; Provision of a Station dependent on grant funding. | LTF – Metro Plus phase 1 programme Pyle Station Feasibility Study (Oct 2020) |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|--|---------------------------|-------|---------------|
| | a minimum of 32 spaces Feasibility study to relocate station | | | | | | themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car. | | | |

2. Education

2.1 Nursery Provision

See Primary Provision

2.2 Primary Provision

| | | | | | | | | | | |
|--------------|---|-------------------------|-------------|---|----------------|------|---|-----------|--|---|
| 2.2.6 | 2 New 2FE Primary School with co-located 50-place nursery facility, with further land required for expansion. | PLA5: Land East of Pyle | £13,688,864 | Developer S106 contribution Developer land contribution BCBC WG | BCBC Developer | None | Potential strain on catchment schools which may be at capacity at the time of application. Lack of school at the heart of the new community to be created on site, which will generate more vehicular traffic movements | 2023-2033 | School provision to be phased to provide for 1000 units each | BCBC Schools & Family Support Unit SPG16 |
|--------------|---|-------------------------|-------------|---|----------------|------|---|-----------|--|---|

2.3 Secondary & Post 16 provision

| | | | | | | | | | | |
|--------------|---|-------------------------|------------|-----------------------------|------|-----|---|-----------|---------------------------------|---|
| 2.3.3 | Financial contribution for secondary school provision | PLA5: Land East of Pyle | £9,615,762 | Developer S106 contribution | BCBC | tbc | Lack of local secondary school places available for residents. Increase in traffic movements to take pupils elsewhere | 2028-2033 | Scheme to be identified by BCBC | BCBC Schools & Family Support Unit SPG16 |
|--------------|---|-------------------------|------------|-----------------------------|------|-----|---|-----------|---------------------------------|---|

2.4 SEN Provision

No site-specific requirements identified. Financial contributions as per SPG included within figures above.

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|

3. Health

3.1 Hospitals, Health Centres, Dental and Care of the Elderly facilities

No site specific requirements identified in consultation

4. Environmental Management

4.1 Green Infrastructure Networks and Accessible Natural Greenspace

| | | | | | | | | | | |
|--------------|---|---|------------------------|-----------|-----------|------|---|-----------|---|-----------------|
| 4.1.5 | <p>Provide a multi-functional green infrastructure network throughout the site in accordance with Policy PLA5 and DNP9.</p> <p>To include:</p> <ul style="list-style-type: none"> Existing hedgerows are utilised as green links through the site which include walking and cycling routes as well as opportunities for sustainable drainage. A corridor of open space, a linear park, is utilised as a key component connecting the community to the heart of the development where it is envisaged there will be a range of local facilities as well as the primary school. | <p>PLA5 Land East of Pyle</p> <p>DNP9</p> | To be provided on-site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Negative impact on contribution made by site to sustainability and well-being. | 2023-2033 | <p>Green infrastructure provision to be determined in accordance with detailed GI Assessment (DNP9).</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p> | Site Masterplan |
|--------------|---|---|------------------------|-----------|-----------|------|---|-----------|---|-----------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|---|--------------------|-----------------|---------------------------|------------------------|---|---|--|---|
| | <ul style="list-style-type: none"> Creation of a publicly accessible green space allowing a loop and fitness trail that encompasses the whole site | | | | | | | | | |
| 4.2 Children's Play & Outdoor Sport | | | | | | | | | | |
| 4.2.5 | <p>Provision of Children's Play and Outdoor Sport facilities in accordance with the standards set out in Policy COM10. Exact level of provision to be determined in light of further master planning refinement.</p> <p>Minimum requirement to consist of:</p> <ul style="list-style-type: none"> LAPs 3 LEAPs 2 NEAPs | <p>PLA5 Land East of Pyle</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of place making and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |
| 4.2.11 | <p>Provision of Playing Fields in accordance with the standards set out in Policy COM10. Exact level and type of provision will be determined as site master planning is progressed and will account for existing local provision and accessibility issues.</p> <p>To include:</p> <ul style="list-style-type: none"> a range of pitches and green courts | <p>PLA5 Land East of Pyle</p> <p>COM10 DNP9</p> | On Site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of place making and green infrastructure networks throughout the Strategic Site allocations. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities & New Housing Development SPG. | <p>Site Masterplan</p> <p>Outdoor Sport and Children's Playspace Audit.</p> |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|---|--|-----------------|------------------------------------|------------------------|--|---|------------------------------------|---|
| | <p>delivered as part of the Primary School will be made available for use by the wider community</p> <ul style="list-style-type: none"> Potential to incorporate changing facilities within the school for use in association with playing fields | | | | | | | | | |
| 4.3 Allotments | | | | | | | | | | |
| 4.3.3 | Provision of land for allotment provision to be incorporated into the Green Infrastructure Assessment of major development proposals with reference to the Allotment Audit and Policy COM12 | DNP9 PLA5 Land East of Pyle | To be determined on a case by case basis | Developer | Developer in conjunction with BCBC | None | LDP fails to deliver on its sustainability and health and wellbeing objectives | To be provided as part of the development scheme at stages to be agreed at the detailed application stage | Town Council Allotment Association | Allotment Audit |
| 4.4 Cemeteries | | | | | | | | | | |
| No site specific requirement identified | | | | | | | | | | |
| 4.5 Biodiversity Assets and Environmental Enhancements | | | | | | | | | | |
| 4.5.5 | Implement a range of biodiversity measures and environmental enhancements. Including: | PLA5: Land East of Pyle SP17 DNP5 | To be provided as part of the design and | Developer | Developer | None | Site fails to meet Plan objectives relating to | To be provided as part of the development scheme at | | Site Masterplan Ecological Appraisal |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|--|--|------------------------------|--------------------------------------|-----------------|---------------------------|------------------------|---|---|-------|-----------------------|
| | <ul style="list-style-type: none"> Boundary features (trees and hedgerows) are likely to be important for commuting and foraging priority and protected species (e.g., bats and common dormice). These will be retained and enhanced where possible. The site will seek to accommodate a periphery woodland walk concept. The proposed masterplan has initially suggested and delineated a proportion of land for a community allotment facility. | DNP6 | layout of the development | | | | maintaining ecological resilience. | stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | |
| 4.6 Flood Risk and Surface Water Drainage | | | | | | | | | | |
| 4.6.6 | <p>Surface Water Management</p> <p>Consideration has been given to various SUDS components and their viability for use across the proposed development site. These include the use of Green roofs, infiltration systems and soakaways, filter strips (within green corridors), filter drains,</p> | PLA5: Land East of Pyle | Combined drainage costs in 5.2 below | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory. | | JBA Drainage Strategy |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|--|------------------------------|--------------------|-----------------|---------------------------|------------------------|-------------------------------|---------------------------|-------|---------------|
| | swales, bio retention systems and rain gardens, pervious pavements, attenuation storage tanks, detention basins (within public open space) and ponds and wetlands (particularly within the Northern Boundary of Area B). | | | | | | | | | |

5. Utilities

5.1 Water and Waste Water – WwTW Provision and Improvements

| | | | | | | | | | | |
|-------|--|----------------------|-----|-----|-----|------|-----|-----|--|-------------------|
| 5.1.1 | Afan Wastewater Treatment Works There should be no issue accommodating the foul-only flows from the LDP Allocation | PLA5: Land E of Pyle | n/a | n/a | n/a | None | n/a | n/a | DCWW Deposit Plan response will confirm that there are no issues accommodating the foul flows from the LDP allocations | DCWW consultation |
|-------|--|----------------------|-----|-----|-----|------|-----|-----|--|-------------------|

5.2 Water and Waste Water – Foul Network / Public Sewerage

| | | | | | | | | | | |
|-------|---|-------------------------|-----|---|-----------|------|---|-----------|---|-------------------|
| 5.2.2 | Owing to the number of units proposed on this site, it is unlikely that there is sufficient capacity available within the public sewerage network to accommodate the foul-only flows from this site. As such, a hydraulic modelling assessment will likely be required in order to determine the level of | PLA5: Land East of Pyle | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW consultation |
|-------|---|-------------------------|-----|---|-----------|------|---|-----------|---|-------------------|

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|---|------------------------------|--------------------|---|---------------------------|------------------------|---|---------------------------|---|---|
| | reinforcement works required. | | | | | | | | | |
| 5.2.7 | Drainage & SUDs Strategy | PLA5: Land East of Pyle | tbc | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | | CSS Flood Risk & Drainage Report IFVA |
| 5.3 Water and Waste Water – Water Supply | | | | | | | | | | |
| 5.3.1 | 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. | PLA5: Land East of Pyle | tbc | Developer to undertake HMA in liaison with DCWW | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | If developers wish to progress sites with issues in advance of DCWW's Capital Investment Programme, they need to undertake a HMA and fund any required works via the requisition provisions of the Water Industry Act 1991. | DCWW Consultation response |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|---|--|----------------------------------|--------------------|------------------|---------------------------|------------------------|---|---------------------------|---|---|
| 5.3.6 | Water supply strategy: Connections | PLA5: Land East of Pyle | £2,163,500 | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | Costs relate to scheme for 1,508 dwellings | CSS Multi-Utility Infrastructure Feasibility Study |
| 5.4 Water and Waste Water – Easements and Diversions (to protect assets crossing the site) | | | | | | | | | | |
| Nothing identified as part of consultation to date | | | | | | | | | | |
| 5.5 Electricity Provision | | | | | | | | | | |
| 5.5.5 | Electricity Provision: <ul style="list-style-type: none"> • Connections • Diversions. • EHV 33/11 kV Primary Substation will be required on-site. | PLA5: Land East of Pyle | £6,507,500 | Developer funded | Developer | None | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | 2023-2033 | | Multi-Utility Infrastructure Feasibility Study |
| 5.6 Gas Supply | | | | | | | | | | |
| 5.6.5 | Gas Supply: Connections | PLA5: Land East of Pyle | £1,177,900 | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the level of development proposed. | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Study |
| 5.7 Telecommunications | | | | | | | | | | |
| 5.7.5 | Broadband: Costs includes anticipated disconnections, diversions and new connections required for BT (Openreach), | PLA5: Land East of Pyle COM14 | £96,500 | Developer funded | Developer | None | Site fails to meet the LDP's objectives of delivering required infrastructure necessary to accommodate the | 2023-2033 | Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. | Multi-Utility Infrastructure Feasibility Study |

| Project ID & Priority Status | Infrastructure Project / Scheme Description | LDP Site Allocation / Policy | Estimated Cost (£) | Funding Sources | Responsible Delivery Body | Identified Funding Gap | Summary Risks of non-delivery | Phasing / Delivery Period | Notes | Evidence Base |
|------------------------------|---|------------------------------|--------------------|-----------------|---------------------------|------------------------|--------------------------------|---------------------------|-------|---------------|
| | Virgin Media and Vodafone | | | | | | level of development proposed. | | | |

6. Social and Community Facilities

| | | | | | | | | | | |
|-------|--|-------------------------|------------------------|-----------|-----------|------|---|-----------|--|-----------------|
| 6.1.5 | <p>A new 'local' hub to include an appropriate mixed of commercial uses and community facilities.</p> <p>This could include a small Local Centre incorporating retail floor space at ground floor.</p> | PLA5: Land East of Pyle | To be provided on site | Developer | Developer | None | Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. | 2028-2033 | To be provided as part of the design and layout of the development | Site Masterplan |
|-------|--|-------------------------|------------------------|-----------|-----------|------|---|-----------|--|-----------------|

