

BRIDGEND
REPLACEMENT LOCAL DEVELOPMENT PLAN (2018-2033)
EXAMINATION

Hearing Session 1 - Plan Preparation and LDP Strategic Framework
Tuesday, 28 February 2023 between 10.00 and 17:00

Action Point	Council response / proposed MAC	Inspector's Comments
<p>AP 1.1 – Amend SOBJ2 to read ‘To Create Active, Healthy, Inclusive and Social Communities’</p>	<p>Para 4.2.1 amended to include the following additional text highlighted in green.</p> <ul style="list-style-type: none"> • <i>SOBJ2: To Create Active, Healthy, Cohesive, <i>Inclusive</i> and Social Communities</i> 	<p>Change agreed.</p>
<p>AP 1.2 – Amend sub-section on Future Wales – The National Development Framework / Plan to explain how the RLDP conforms with the requirements and policies of the National Plan.</p>	<p>Para 2.6.5 to include the following additional text highlighted in green.</p> <p>“Future Wales: National Plan 2040 considers the issues significant to Wales’s prosperity and well-being, such as the economy, housing, transport, energy, and the environment. It identifies where national developments should take place, where the key growth areas are and what infrastructure and services are needed. Future Wales: National Plan 2040 is set in the context of a vision that will help deliver sustainable places across Wales by 2040, by supporting placemaking and ensuring our choices direct development to the right places, making the best use of resources, creating and sustaining accessible healthy communities, protecting our environment and supporting prosperity for all. Future Wales: National Plan 2040 provides a high-level framework for the future Strategic Development Plan (SDP) and clearly identifies Bridgend as a</p>	<p>Change agreed, subject to the inclusion of the conformity table shown in Appendix 2, within the RLDP.</p>

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

Borough Council is proceeding with a Replacement LDP, simultaneous collaborative working will be undertaken with neighbouring authorities and the broader region to prepare an SDP. A joint evidence base will also be shared wherever possible to this end. The Bridgend Replacement LDP has been prepared in conformity with Future Wales, promoting Bridgend as a National Growth Area in the context of the wider region. This approach is highly likely to be consistent with the approach used in future SDP preparation to 'future proof' the RLDP.

2.6.7 Bridgend occupies a pivotal position in the Cardiff Capital Region, also acting as the gateway to the Swansea Bay Region. The locality will undoubtedly play a key role in delivering sustainable economic growth as part of the wider SDP in order to fulfil its role as a National Growth Area (as defined by Future Wales) and also capitalise on its sustainable transport connections and inter-related settlement hierarchy. Bridgend's RLDP has been prepared following close dialogue with all neighbouring LPAs (Vale of Glamorgan, Neath Port Talbot and Rhondda Cynon Taf County Borough Councils) as well as other essential organisations. This dialogue has been conducted both on an individual and topic basis, but also through the South East Wales Strategic Planning Group and other topic-based forums. Regional methodologies have also been utilised throughout development of the Replacement LDP evidence base to inform, for example, the Settlement Assessment and Candidate Site Assessment. This has ensured a consistent approach to evidence base development, helped to remove duplication and promoted the sharing of data and best practice across the region; considering the wider regional context as far as possible. Bridgend's Candidate Site Assessment process has sought to promote the most sustainable sites that are conducive to sustainable placemaking-led development, adopt the 'Town Centre First' principle and follow Planning Policy Wales' brownfield site search sequence. The strategy is designed to promote transit-orientated development, maximise active travel opportunities, minimise pressure on best and most versatile agricultural land and

	<p>enable affordable housing delivery in high housing need areas. The RLDP has therefore been prepared in strict accordance with national policy and an approach that will similarly accord with the future SDP. Based on the sites' sustainability credentials, it's considered that the proposed allocations will form a key part of the existing land bank of sites that will support the SDP and impact positively on the region. The Replacement LDP will therefore not have an adverse impact on the future formulation or delivery of the SDP for South East Wales. In fact, the Replacement LDP will significantly contribute to the aims and objectives of the future SDP and help to maximise the SDP's ability to produce sustainable planning outcomes.</p>	
<p>AP 1.4 – Update paragraph 5.2.45 to include a reference to, and explain the changes introduced by the Flood Maps for Planning.</p>	<p>Para 4.3.14, 4.3.43 and 5.2.45 to be amended to include the following additional text highlighted in green. The text proposed to be deleted has been struck through:</p> <p>“4.3.14 The delivery of new flood defences (in addition to the existing defences) and re-designation of Porthcawl as a Defended Zone will provide a coincidental opportunity to enable the Porthcawl Waterfront site to come forward and provide residential-led growth that maximises the benefits of this unique location. It is envisaged that several sensitive development projects could be promoted and brought forward by means of broad tourism-related regeneration, primarily stimulated by the delivery of Porthcawl Waterfront Regeneration Area. This major regeneration project, on the town's waterfront, will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay. The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, enhanced active travel links plus education, retail and community facility provision. Several sensitive development projects could also be promoted and brought forward by means of broad tourism related The regeneration. The project area is closely linked to the town centre, which will continue to benefit from environmental improvements. Indeed, Porthcawl Town Centre is seen as an integral element in the</p>	<p>Changes agreed.</p>

retail hierarchy, benefitting from a range of leisure uses and a good comparison retail offer that provides an important focus for residents. Links between the waterfront area and the town centre will be secured by improved accessibility to properly integrate the new development into the surrounding urban area and also enhance the convenience retail offer. However, proper protection will be given to those highly sensitive areas of international importance, ensuring due consideration is given to landscape and biodiversity interests in the context of local urban capacity.

4.3.43 Specifically, Porthcawl is allocated as a Regeneration Growth Area, facilitated through the ~~Waterfront Regeneration Area~~. ~~waterfront~~. The flood defence works and re-classification of the area as a Defended Zone has provided a coincidental opportunity for the redevelopment of the ~~Waterfront Regeneration Area~~. This designation seeks to balance the interests of tourism with those of economic development and environmental considerations to promote sustainable, placemaking-led development. The significant regeneration of Porthcawl's waterfront will capitalise on the town's role as a premier seaside and tourist destination, whilst improving the attractiveness of the town as a place to live and work and enhancing the vibrancy of the Town Centre. Detailed viability, deliverability and master planning work has been completed to demonstrate that this site can come forward and contribute to the housing land supply over the Replacement LDP period.

5.2.45 SP4 also recognises the risk of flooding as a key effect of climate change. The Policy seeks to steer highly vulnerable development away from flood risk areas, to assess the implications of development in areas at risk of flooding and to ensure that new development does not increase the risk of flooding elsewhere. The ~~Development Advice Maps~~ Flood Map for Planning accompanying TAN 15 includes climate change information to show how this will affect flood risk extents over the next century, along with the potential extent of flooding assuming no defences are in place. The Flood Map for Planning identify the flood risk zones as set out in the TAN and has been

	supplemented by a Strategic Flood Consequences Assessment for Bridgend County Borough. This information has influenced the siting and type of development allocations within the Replacement LDP and will also inform policies on flood risk whereby subsequent development proposals can be assessed. A new SPG will also be prepared to set the framework for a local approach to flood risk management within Bridgend Town Centre.”	
AP 1.5 – Amend the RLDP to include a table setting out a prioritised list of the Supplementary Planning Guidance to be produced by the Council and the indicative timescales for preparing the documents.	The table set out as Appendix 1 to this document to be included as a new Appendix to the LDP.	Change agreed.
Inspectors additional Action Points		
Action Point	Council response / proposed MAC	Inspector’s Comments
AP 1.6 – Council to amend Policy SP3 (n) to refer to high-speed digital infrastructure.	Policy SP3(n) to be amended to include the following additional text highlighted in green:	Change agreed.

SP3: Good Design and Sustainable Place Making

All development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment, by:

- 1) Demonstrating alignment with the principles of Good Design; and
- 2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

Planning applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to o). All development must:

- a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;
- b) Be appropriate to its local context in terms of size, scale,

height, massing, elevational treatment, materials and detailing, layout, form, mix and density;

- c) Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development;
- d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods;
- e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all;

	<ul style="list-style-type: none">f) Minimise opportunities for crime to be generated or increased, whilst promoting community safety in accordance with Secured by Design principles;g) Avoid or minimise noise, air, and soil and water pollution;h) Incorporate methods to ensure the site is free from contamination (including invasive species);i) Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks;j) Make sustainable use of natural resources, including land and water, and adopt circular economy principles that:<ul style="list-style-type: none">i. prioritise locally sourced construction materials to help reduce transport emissionsii. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term;k) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;l) Incorporate appropriate arrangements for the disposal of foul sewage, waste and water;		
	<ul style="list-style-type: none">m) Respond to the climate emergency by:<ul style="list-style-type: none">i. Reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniquesii. Protecting and increasing the resilience of both ecosystems and communities to address the inevitable effects of climate change;		

- n) Include the provision of high-speed digital infrastructure from the outset; and
- o) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development.

Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out within the Replacement LDP. A detailed masterplan will need to be developed in line with this and agreed with the Council prior to development commencing. A Landscape Visual Impact Assessment must accompany development proposals on allocated sites with identified likely significant adverse effects (pre-mitigation) in relation to SA Objective 14 (Landscape).

LDP Objectives	SOBJ: 1, 2, 3, 4 OBJ: 1a, 1b, 1c, 1d, 1e, 1f
Future Wales	Shaping Urban Growth and Regeneration – Strategic Placemaking Delivering Affordable Homes
PPW	Living in a Place Strategic Placemaking Maximising Wellbeing and Sustainable Placemaking Placemaking in Action
WBFG Act	A globally responsible Wales A healthier Wales A Wales of cohesive communities A more equal Wales
LWBP	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment

	Key Evidence	PPW TAN 12: Design Good Design and the LDP Process, DCfW 2014 Future Wales: The National Plan 2040 Placemaking Wales Charter		
<p>AP 1.7 - Council to amend: paragraphs 4.3.65 and 5.26 to refer to inclusion of concept masterplans in the RLDP; and to include illustrative masterplans for each of the Strategic Development Sites.</p>	<p>Paragraphs 4.3.65 and 5.2.6 to be amended to include the following additional text highlighted in green:</p> <p>4.3.65 The sites within SP2 are considered essential to delivery of the LDP and have been subject to rigorous viability and deliverability testing in collaboration with specific site promoters. This process has certified that the costs of the development requirements and placemaking principles set out in site specific policies coupled with the Council’s aspirations for delivering high-quality new communities are realistic and deliverable on each site within the plan period. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.</p> <p>5.2.6 The following Thematic Policies (PLA1-PLA5) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. These detailed Thematic Policies are set within the context of SP3 and will enable its implementation, in accordance with the Growth and Spatial Strategy identified within SP1 and Strategic Allocations identified within SP2. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP’s Vision and Objectives for the County Borough. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be</p>			<p>Change agreed.</p>

	<p>undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.</p>	
<p>AP1.8 - Council to provide updated information in the relation to the Strategic Site Allocations, and Non -Strategic Site Allocation (Housing) and Employment Allocations in Appendix 5: Implementation and Deliver Appendix</p>	<p>Please see Appendix 3 below for updated information in relation to the Strategic, Non-Strategic and Employment Allocations contained within Appendix 5 (Implementation & Delivery) of the RLDP Written Statement.</p>	<p>Changes agreed.</p>

Appendix 1

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

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

SP10	Planning Obligations	To set out the Council's approach to planning obligations when considering applications, providing further guidance on how the policies set out in the Replacement LDP are to be implemented. This SPG will help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact.	Within 6 months of adoption
DNP6	Biodiversity and New Development	To clarify how development should minimise impacts on biodiversity and provide biodiversity enhancement (net benefit), where possible, whilst protecting or enhancing green infrastructure provision in recognition of its wide-ranging benefits.	Within 1 year of adoption
SP3	Design Guide	To provide a clear statement of what the local planning authority expects within the County Borough, both in terms of how design information should be presented, but also how design issues should be addressed to enhance clarity at the planning application stage.	Within 1 year of adoption
SP10	Design of New Schools	To provide additional guidance in relation to the development of new school sites, considering connectivity, adjoining land uses and active travel opportunities, thereby enabling delivery of the School Modernisation Programme (Band C).	Within 1 year of adoption
DNP1	Development in the Countryside	To clarify the types and scale of development that will be considered acceptable in countryside locations.	Within 1 year of adoption
SP11	Employment Land	To expand upon the Council's planning policy, which deals with the protection of identified employment sites for their employment function and circumstances where alternative uses may be acceptable.	Within 1 year of adoption
SP4	Flood Risk	To provide additional guidance into how certain sites can be developed in compliance with the requirements of the future revised TAN15.	Within 1 year of adoption
DNP8	Green Infrastructure	To support the delivery of, safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.	Within 2 years of adoption

SP8	Health and Wellbeing	To ensure planning decisions contribute to the national and local Well-being Goals set out in the Well-being of Future Generations (Wales) Act 2015. This SPG will offer guidance for addressing the effect of the built and natural environment on health and well-being as part of a strategic approach to tackling local health inequalities and promoting healthy lifestyle options. It will also provide guidance on appropriate locations for primary health care facilities.	Within 2 years of adoption
COM1	Masterplans for Long Term Regeneration Sites	To provide detailed strategies to enable the delivery of Long-Term Regeneration Sites within the Plan (Coegnant Reclamation Site (COM1 (R1)), the Former Cooper Standard Site, Ewenny Road (COM1 (R2)) and Maesteg Washery (COM1 (R3))).	Within 2 years of adoption
PLA11	Parking Standards	To expand upon the Council's requirements in relation to parking provision for all forms of development balanced against the availability of active travel opportunities and community facilities. It will also assist in the preparation and submission of planning applications and achieve a common approach to the provision of parking facilities associated with new development and change of use.	Within 2 years of adoption
SP4, SP10	Renewable Energy and Decarbonisation	To provide advice and further guidance to help ensure that new development is designed to be resilient to future climate change effects, by encouraging use of renewable and low/zero carbon energy generation technology.	Within 2 years of adoption
ENT5	Southern Bridgend Gateway	To enable further consolidation and enhancement of Bridgend's role as a major focus for employment and new inward investment by promoting strategic employment sites at Bro-castle Estate, the former Ford Site and Parc Afon Ewenni. The SPG will clarify the role and land uses that can be enabled at these sites to allow for sustainable, placemaking-led developmental synergy.	Within 2 years of adoption

SP4?	Sustainable Construction and Design	To provide advice and further guidance to help ensure that new development is designed to be resilient to future climate change effects, having regard to broader principles of sustainable design in order to significantly reduce energy usage and carbon emissions.	Within 2 years of adoption
DNP7	Trees and Development	To clarify the Council's expectations regarding tree planting and new development, to offer advice on maintaining existing trees and planting new trees, on and adjacent to development sites.	Within 2 years of adoption

Appendix 2

Hearing Session 1 - Action Point 2.6.5

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

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

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

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

Strategic Site Allocations

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

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

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

New Access Road and Roundabout

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

Bus Terminus

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

Transport Statement

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

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

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

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

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

Flood Risk

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

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

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

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

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

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

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

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

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

Summary of the SFCA

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

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

Utilities

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

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

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

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

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

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

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

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

Welsh Language

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

Archaeology

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

Contamination

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

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

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

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

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

Affordable Housing

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

Open Space

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

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

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
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SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area	49.95 ha	Strategic Mixed-use Sustainable Urban Extension	847 residential units 169 Affordable units	788 158	Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2033: 587 600
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Site Description

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

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

New Access Roads

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

Transport Assessment

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

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

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

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

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

Flood Risk

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

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

Dormouse

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

Riparian mammals

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

Great crested newt

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

Birds

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

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

Bats

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

Badgers

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

Reptiles

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

SINC Review – Wildlife Trust

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

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

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

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

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

Utilities

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

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

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

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

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

Welsh Language

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

Archaeology & Heritage

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

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

Ground Conditions

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

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

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

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

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

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

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

Site Description

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

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

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

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

Key Site Issues and Constraints

Highways and Transport

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

Active Travel Improvements

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

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

New Access Roads

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

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

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

Transport Assessment

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

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

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

Flood Risk

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

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

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

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

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

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

Arboriculture

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

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

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

Utilities

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

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

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

Welsh Language

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

Archaeology

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

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

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

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

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

Contamination/remediation

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

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

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

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

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

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

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

Site Description

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

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

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

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

New Access Roads

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

Transport Assessment

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

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

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

Flood Risk

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

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

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

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

Utilities

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

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

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

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

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

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

Welsh Language

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

Archaeology

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

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

Contamination/Remediation

National Resources Wales states that the site could be at risk of contamination (Redroofs EAHL14950). However, the site promoter does not consider the site to be at risk. Further investigation will be carried out at the detailed planning application stage.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

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

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

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

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

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

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

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

Park and Ride Facility

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

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

New Access Roads

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

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

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

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

Transport Assessment

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

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

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

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

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

Flood Risk

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

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

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

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

Utilities

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

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

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

Welsh Language

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

Archaeology

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

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

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

Contamination/Remediation

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

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

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

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

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

				2028-2033: 0 units
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Site Description

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

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

New Access Roads

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

Transport Assessment

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

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

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

Flood Risk

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

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

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

Dormouse

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

Riparian mammals

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

Great crested newt

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

Birds

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

Bats

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

Badgers

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

Reptiles

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

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

Utilities

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

Water and Waste Water – WwTW Provision and Improvements

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

Water and Waste Water – Water Supply

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

Water and Waste Water – Foul Network / Public Sewerage

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

Electricity Provision

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

Gas Supply

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

Telecommunications

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

Welsh Language

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

Archaeology & Heritage

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

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

Contamination/Remediation

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

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

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

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

Site Description

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

New Access Roads

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

Transport Assessment

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

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

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

Flood Risk

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

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

Utilities

Water and Waste Water – WwTW Provision and Improvements

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

Water and Waste Water – Foul Network / Public Sewerage

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

Water and Waste Water – Water Supply

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

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

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

Electricity Provision

No electricity provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

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

Archaeology

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

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

Contamination/Remediation

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

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

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

Site Description

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

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

New Access Roads

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

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

Transport Assessment

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

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

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

Flood Risk

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

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

Birds

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

Bats

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

Dormice

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

Reptiles & Amphibians

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

Invasive Non-native species

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

Utilities

Water and Waste Water – WwTW Provision and Improvements

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

Water and Waste Water – Foul Network / Public Sewerage

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

Water and Waste Water – Water Supply

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

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

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

Electricity Provision

No electrical provision difficulties/constraints have been identified.

Gas Supply

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

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

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

Archaeology

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

Contamination/Remediation

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

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

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

Site Description

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

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

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

New Access Roads

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

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

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

Transport Assessment

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

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

Flood Risk

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

Land Ownership

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

Protected Environmental / Ecological Species and Designations

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

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

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

Recommendations from the ecological appraisal suggest the following:

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

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

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

Utilities

Water and Waste Water – WwTW Provision and Improvements

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

Water and Waste Water – Foul Network / Public Sewerage

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

Water and Waste Water – Water Supply

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

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

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

Electricity Provision

No electrical provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

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

Archaeology

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

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

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

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

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

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

Contamination/Remediation

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

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

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

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

Affordable Housing

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

Open Space

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

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

Employment Allocations

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(1): Brocastle, Waterton, Bridgend	20.4 ha	Strategic Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 20.4ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha
Site Description The site is located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the Former Ford Site. There is an opportunity for synergy with re-development of the Former Ford Site and further integration				

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

Key Site Issues and Constraints

Market Commentary

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

Highways and Transport

Active Travel

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

New Access Roads

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

Transport Assessment

As part of planning application P/16/549/OUT, a submitted transport assessment undertaken by Ove Arup & Partners Ltd looked at the effect that the proposed development at Brocastle will have on the local highway network. This included carrying out capacity assessment at each of the junctions within the assessed network to determine whether the additional traffic generated by the development and other committed developments can be

accommodated. The transport assessment concluded that the proposed development at the Brocastle site does not significantly affect the performance of the local highway network.

Flood Risk

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

Land Ownership

This site is owned by Welsh Government.

Protected Environmental / Ecological Species and Designations

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

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

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

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

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

Utilities

Water and Waste Water

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

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

Electricity Provision

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

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

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

Gas Supply

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

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

Telecommunications

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

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

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

Welsh Language

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

Archaeology

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

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

Contamination/Remediation

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

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

The site is underlined by limestone and therefore there is a potential for naturally occurring cavities. Development of the site has the potential to focus the release of water to the ground, particularly in areas around surface water and water supply infrastructure. Direct releases into limestone areas may result in a major significance of impact on ground stability. Future targeted ground investigations at the detailed design stage will enable risks to be assessed and appropriate mitigation measures to be incorporated into the scheme, particularly with respect to site drainage systems and building foundations. Such measures that could be used to mitigate this risks include void grouting or piled foundations sleeved through voids.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

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

Site Description

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

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) considered this allocation to be the most attractive employment site in the borough, particularly for out of centre office occupiers and technology firms, given the existing neighbouring uses and motorway access. The site will also be attractive to industrial occupiers and research and development firms, due to its proximity to junction 35 of the M4. The existing building (Pencoed Technology Park) may require subdivision depending on the occupier(s) in the event that the existing configuration is not attractive to a single occupier. The attractiveness of this location to occupiers and developers is further reinforced by the technology park immediately to the south and Bocam Park immediately to the south of the motorway junction. It is expected that this site will enable a further range of technology-based uses to come forward within the plan period.

Highways and Transport

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

Flood Risk

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

Air Quality

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

Land Ownership

This site is owned by Welsh Government.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

No known issues/constraints.

Welsh Language

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

Archaeology

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

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area	7.7 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 3.85ha Long 28/29 – 32/33: 3.85ha</p>
<p>Site Description</p> <p>Brackla Industrial Estate lies to the north of Bridgend Industrial Estate, east of the town centre. It is a large, established industrial estate, accommodating a number of moderate to large sized industrial units just 1 km south of J36 M4. There are a viable mix of significant units, more modest units and a minor quantum of non-industrial units, such as gym operators. The key operator is Talis Group who manufacture equipment for the water industry. Other occupiers include companies serving the local market, workshop, distribution and a number of metal manufacturing firms.</p>				
<p>Key Site Issues and Constraints</p>				

Market Commentary

Brackla Industrial Estate is situated within a well-established industrial location. The remaining parcels are actively being marketed, including land at Brackla West and land fronting the Coity Bypass. Ultimately, the remaining undeveloped land is situated on a large, well-established industrial estate, adjoining another well-established estate (Litchard) and located just 1 km south of J36 M4. This is a highly attractive and proven employment location base and further employment development is likely to come forward on a speculative basis over the plan period. The remaining parcels will be attractive to occupiers on a leasehold basis or equally for purchase by owner-occupiers. The estate provides a range of size and quality of units therefore they remain in demand.

This estate has excellent access to the M4, and the land which is available for employment is of regular shape, unconstrained and in public ownership. The Economic Evidence Base Study (2019) considered this site to represent a good location to accommodate employment floorspace need over the plan period.

Highways and Transport

No known issues/constraints.

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

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

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area	9.2 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 2.36ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 2.36ha Medium 23/24 – 27/28: 3.42ha Long 28/29 – 32/33: 3.42ha
Site Description Bridgend Industrial Estate is located to the south of the town centre with good access to junction 35 of the M4. The estate is the largest industrial estate in the borough and includes a number of medium and small-sized warehouses and workshops as well large key occupiers. Part of the site comprises the former Sony television factory. Larger occupiers on the estate include Reflex (manufacturing) who occupy a 39,000 sq ft unit, Clarke Transport (logistics) who occupy a 37,000 sq ft unit and Trampires (animation) who occupy a 23,700 sq ft unit. The estate has also seen some non-industrial users taking space, especially gym operators. The site has been extensively and successfully developed for a variety of businesses, ranging from small local firms to large multi-nationals. The available land is distributed on a number of plots across the estate.				
Key Site Issues and Constraints				

Market Commentary

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

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

Highways and Transport

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

Air Quality

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

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

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

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

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

Site Description

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

Key Site Issues and Constraints

Market Commentary

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

Highways and Transport

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

Air Quality

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

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(6): Crosby Yard, Bridgend Sustainable Growth Area	0.8 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.4ha Long 28/29 – 32/33: 0.4ha</p>
<p>Site Description</p> <p>A small industrial area containing small industrial units, but with access constraints common for industrial units located within the built-up urban area. The 0.8 ha of available land is a narrow triangular 'wedge' bounded by railway on two sides, although with dense tree cover.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u> This small yet established industrial estate provides a number of smaller units which are attractive to the local market. The Economic Evidence Base Study (2019) concluded that the units are likely to remain in demand for tenants given the site's propensity to meet local need.</p> <p>There continues to be demand for smaller units in this area, there are few alternative options, and the access arrangements are not likely to be an impediment to the remaining employment land being taken up. The remaining land is likely to come forward over the plan period and would deliver a small amount of floorspace. This could represent an opportunity for open storage.</p> <p><u>Highways and Transport</u> No known issues/constraints.</p> <p><u>Flood Risk</u> The site is within 500m of the Ogmore River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p><u>Land Ownership</u> No known issues/constraints.</p>				

Protected Environmental / Ecological Species and Designations

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

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area	2.0 ha	Employment Site	B1,B2, B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha

				Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 2.0ha
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Site Description

This industrial estate is part of the extensive south Bridgend industrial area, with the Bridgend industrial estate immediately north and Waterton industrial estate immediately south.

Key Site Issues and Constraints

Market Commentary

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

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

Highways and Transport

No known issues/constraints.

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

No known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area	10.0 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 2.96ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 2.96ha Medium 23/24 – 27/28: 3.52ha Long 28/29 – 32/33: 3.52ha

Site Description

Waterton Industrial Estate lies to the south of Bridgend Industrial Estate and also benefits from good access to junction 35 of the M4. It is a site of regional importance, part of the wider southern Bridgend industrial area, situated alongside the A473 dual carriageway and the A48. The site primarily comprises larger manufacturing and distribution units. Occupiers include Biomet, manufacturers of medical equipment, John Raymond warehousing and logistics and SAS International who manufacture suspended ceilings. The quality of the environment together with its strategic position and good access have made this estate very attractive to developers and occupiers. Despite the area being predominantly industrial, it also contains the largest number of dedicated office buildings in the Borough. The available employment land is situated immediately to the west of the Former Ford factory.

Key Site Issues and Constraints

Market Commentary

Given Waterton Industrial Estate's existing occupiers and motorway access, the Economic Evidence Base Study (2019) concluded that this site represents an attractive employment opportunity to occupiers. This is clearly evidenced by the presence of large occupiers such

as Lidl, which has delivered a relatively new regional distribution centre, and Owens, which has a large distribution unit. Although the units at Waterton are more dated than in other parts of the borough, the site will remain an attractive proposition for the reasons outlined. It is likely that the proposed unit sizes will come forward on a speculative basis to attract occupiers on a leasehold basis or be sold to an owner occupier.

The synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent master planning and SPG development to contribute to delivery of the Replacement LDP's Regeneration and Sustainable Growth Strategy.

Highways and Transport

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

Air Quality

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

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

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

Site Description

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

Key Site Issues and Constraints

Market Commentary

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

Highways and Transport

No known issues/constraints.

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	2.6 ha	Employment Site	B1,B2 ,B8	<u>Already Delivered</u> August 2018: 0.34ha August 2019: 0ha August 2020: 0.88ha August 2021: 0.80ha Short 18/19 – 22/23: 2.02ha Medium 23/24 – 27/28: 0.58ha Long 28/29 – 32/33: 0.6ha

Site Description

The industrial market in Pyle is focused on Village Farm Industrial Estate, which is located towards the south of Pyle and benefits from access to junction 37 of the M4. The estate is the largest industrial area in Pyle and the third largest in the borough. The estate mainly comprises small sub 5,000 sq ft terraced units. Occupiers on the estate are companies serving the local markets and include Tonic Studios (paper craft) who occupy a 7,200 sq ft unit and One Vision Digital (communications) who occupy a 1,500 sq ft unit. There are a small number of undeveloped plots across the estate.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) recognised that demand for industrial space in Pyle is for units at Village Farm Industrial Estate. This large, established industrial estate provides a range of size and age of buildings and - will remain attractive to occupiers, notably given with its access to Junction 37 of the M4. Demand is likely to stem from companies servicing the local markets who seek good links to the motorway. The remaining land forms part of the integrity of the wider site and the few remaining parcels are likely to come forward over the Plan period.

Highways and Transport

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

Air Quality

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

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

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

Utilities

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

No known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	2.23 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.23ha Long 28/29 – 32/33: 0ha</p>
<p>Site Description</p> <p>Located west of the A4229 within the north west quadrant of M4 J37, and approximately 1 km to the north is Pyle across the junction with the A48. The site is bounded to the west by residential development and is well screened by a dense tree belt from the A4229. The large Village Farm industrial estate is nearby on the northern side of the A48 junction.</p> <p>Planning consent for a 'hybrid' scheme was granted in 2014, including full consent for residential use to the south of the site and outline consent for employment use to the north. An access off the main estate road was also required to be provided to enable the employment development to be completed. The residential element of the site was complete by the end of 2016/17 and 2.23ha of employment land remains.</p>				
<p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The site materially changed when the residential development was completed by the end of 2016/17 and it now represents a modest, yet accessible employment opportunity. Whilst there is a large employment area close by, which has scope for regeneration and intensification of activity, this site will be attractive for smaller employment occupiers and developers because of its motorway access. It is considered that proactive investment in levelling works (to provide a development plateau), as per the original hybrid planning consent, would enable the site to come forward for the employment use intended. This would properly test the market and progress initial enquiries further than has been possible hitherto. In the context of a fifteen-year plan, only five years has passed since the site materially changed in nature, and two of those years were heavily influenced by the impacts of the global pandemic. As per the findings of the Economic Evidence Base Study (2019) and Update (2021), it is reasonable to give the site more time to come forward as a more modest, yet accessible, serviced employment opportunity. Once the commitment to undertake the enabling works, as required by the Section 106 Agreement, is fulfilled, the</p>				

site will be properly readied for the market. It is then expected to be in a prime position to come forward for employment uses over the plan period.

Highways and Transport

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

Air Quality

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

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

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

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area	3.5 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 3.5ha</p>

Site Description

The site is located within a long-established industrial area, and is currently cleared for development. The site is close to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.

Key Site Issues and Constraints

Market Commentary

Part of the site is in Council ownership and is expected to come forward as part of a mixed-use development, with small units likely to be popular in this location.

This site remains suitable and available for significant mixed-use development and should be the focus for all available cross-subsidy opportunities for Maesteg.

Highways and Transport

The site is located 2km beyond the Strategic Road Network.

Air Quality

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

Flood Risk

Site situated immediately west of Llynfi River and within Flood Zone 2 and 3 (Flood Map for Planning), giving rise to potential impacts on water quality and flooding from construction and operational activities. As such a Flood Consequences Assessment will be required to be undertaken. Furthermore, for proposals discharging into the Llynfi River, an assessment of water quality impacts will also be required to be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

Natural Resources Wales indicate that previous use could have caused contamination.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing,	Uses	Availability
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Employment, Mixed Use)					
ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area	1.0 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 1.0ha Long 28/29 – 32/33: 0ha	
Site Description A largely developed office park in a prominent gateway location at Pencoed, adjacent to M4 J35. The Park has excellent access to the motorway via the A473 dual carriageway. It is located in the south-west quadrant of M4 J35, with the Pencoed Technology Park on the diagonally opposite quadrant to the north. The proximity to the Technology Park provides supply chain opportunities.					
Key Site Issues and Constraints <u>Market Commentary</u> The Economic Evidence Base Study (2019) considered the site to be a good quality office park with a flexible size, rand range of units with competitive rents and excellent link to M4 J35. Given the lack of modern purpose build space in the borough this is likely to remain popular for occupiers. Given the site’s location and suitable surrounding uses the site is likely to deliver additional employment uses over the plan period and it should be noted that this is only one of two office park developments in the Borough.					
<u>Highways and Transport</u> No known issues/constraints.					
<u>Flood Risk</u> The Ewenny River flows through the site, and lies within Flood Zone 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.					
<u>Land Ownership</u> No known issues/constraints.					
<u>Protected Environmental / Ecological Species and Designations</u> No known issues/constraints.					
<u>Utilities</u> Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 150mm foul sewer for					

which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

ENT1(14): Brynmenyn Industrial Estate

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(14): Brynmenyn Industrial Estate	2.0 ha	Employment Site	B1,B2 ,B8	<p><u>Already Delivered</u> August 2018: 0.03ha August 2019: 0ha August 2020: 0.58ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.61ha Medium 23/24 – 27/28: 0.7ha Long 28/29 – 32/33: 0.69ha</p>
Site Description				
Brynmenyn Industrial Estate is in Abergarw, east of Tondu/north of the M4. The estate has good access to junction 36 of the M4. The estate is the largest industrial area in the Valleys				

Gateway. The estate comprises a mix of small and medium-sized warehouses and workshops. It adjoins the former Christie's site immediately to the north and is close to the Abergarw industrial estate. The available employment expansion land is greenfield to the southeast.

Key Site Issues and Constraints

Market Commentary

Brynmenyn Industrial Estate is one of the key focusses of the industrial market in the Valleys Gateway. It is an established industrial estate, which provides range of size and quality of units. The estate is well occupied and given its links to the motorway it is likely to remain attractive to occupiers, perhaps most likely to be attractive to a small industrial occupier.

Highways and Transport

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

Air Quality

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

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The eastern section of the site is crossed by a 525mm combined sewer and a 400mm trunk water main for which protection measures will be required in the form of easements or diversions. The western parcel is crossed by a 450mm combined sewer and a 150mm combined storm overflow for which protection measures will be required in the form of easements or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

ENT1(15): Land adjacent to Sarn Park Services

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(15): Land adjacent to Sarn Park Services	2.7 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.7ha Long 28/29 – 32/33: 0ha
Site Description Greenfield site wedged between the M4 and A4063 immediately south of Sarn village and adjoining Sarn Park services at M4 J36.				
Key Site Issues and Constraints				
Market Commentary The Economic Evidence Base Study (2019) concluded that this is an attractive site for logistics/ warehouse occupiers, and represents one of the very few in the Borough that should be retained to allow for market choice. The site's location and configuration make it attractive to B8 occupier, and it is most likely to come forward with a pre-let in place.				

Highways and Transport

No known issues/constraints.

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to the public sewer, although some level of offsite sewers and mains will be required. Site is crossed by 1000mm trunk water main and a 600mm trunk water main for which protection measures will be required in the form of easement widths or diversions. The north eastern parcel of the site is within Welsh Water's ownership and contains a water pumping station (WPS). As such, this parcel cannot be developed and the WPS requires consideration in any future development. These elements may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)

- Economic Evidence Base Update (2021)

ENT1(16): Land west of Maesteg Road, Tondu

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(16): Land west of Maesteg Road, Tondu	0.3 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.3ha Long 28/29 – 32/33: 0ha

Site Description

The site is located on the western edge of Tondu village 2.5 kms north of M4 J36. The core of site was previously developed land (NCB offices). Access is via the A4063, which to facilitate the full development of the whole site requires upgrade.

Key Site Issues and Constraints

Market Commentary

The site would be suitable for small flexible workspace units and is likely to come forward as a cross funded development with a residential element

The scheme currently in planning proposes only a very minor element of employment as part of mixed use proposal (0.25 Ha).

Highways and Transport

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

Air Quality

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

Flood Risk

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

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

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

Utilities

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

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

ENT1(17): Isfryn Industrial Estate, Blackmill

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
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ENT1(17): Industrial Blackmill	Isfryn Estate,	0.4 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.4ha
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Site Description

The site is four miles north of M4 J36 and comprises an office building and three large industrial buildings all occupied by Coppice Alupack, a metals manufacturing firm. The existing employment site is fully built-out, with a relatively high floorspace density.

Key Site Issues and Constraints

Market Commentary

The site remains attractive to existing single occupier, Coppice and the Economic Evidence Base Study (2019) recommended that the site should remain within the employment land supply on this basis.

Highways and Transport

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

Air Quality

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

Flood Risk

Ogwr Fach bounds the site to the south east and flows through the site, giving rise to potential impacts on water quality from development. As such, an assessment of water quality impacts should be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 6" combined sewer for which

protection measures will be required in the form of an easement of diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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

ENT1(18): Abergarw Industrial Estate, Brynmenyn

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(18): Abergarw Industrial Estate, Brynmenyn	1.4 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u> August 2018: 0.88ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.88ha Medium 23/24 – 27/28: 0.52ha Long 28/29 – 32/33: 1.4ha</p>
Site Description				

Located east of the A4064 at Abergarw and within 1.5 kms of J36 M4, the site is predominantly flat. Access is from Abergarw Road that also serves Ogmores School (a special needs school), which could give rise to conflict. The parcel of available land is at the eastern end of the estate

Key Site Issues and Constraints

Market Commentary

Established industrial area with a mix of age and size of units. The estate is well occupied and is likely to remain popular given its access to the motorway.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is situated immediately south east of Ogmores River, giving rise to potential impacts on the water environment from construction and operational activities. As such, for proposals discharging into the Ogmores River, an assessment of water quality impacts should be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

The site is located within 1km of Blackmill Woodlands SAC and SSSI, however development is not considered likely to result in an any adverse impact.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 450mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

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

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

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

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

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