

VOLUME 4

**MEMBER OF PUBLIC
DESIGN AND PLACEMAKING**

Title: Do you have any comments to make on design and sustainable placemaking policies?

ID	Comment	Summary of changes being sought/proposed	Council response
687	What other additions are being put into place to provide social, economic, educational and cultural	Query regarding social, economic, educational and cultural additions within plan	<p>Comments noted. An Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure</p> <p>The Replacement LDP also provides the framework for developments that possess and deliver social, economic, educational and cultural benefits through the relevant policies contained within the plan.</p>
699	None.	No changes proposed	Comments noted.
723	Building properties along the A48 /Ewenny Road is going to cause a lot of congestion, where is the traffic supposed to go. Is Bridgend being turned into a commuter belt for Cardiff and Swansea? 1697 houses in one area that is already over developed with Broadlands. Does not make sense and looking to build on a flood plain next to the river.	Concerns regarding traffic on A48 / Ewenny Road / Flooding	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p>

			<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered for appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>The proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site’s net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site’s location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The</p>
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			<p>that is most appropriate to achieve an equilibrium between the number of economically active people remaining within and moving into the County Borough plus the number of employers relocating and/or expanding within the same vicinity. One of the key aims of the Plan is to minimise the need for out-commuting. The relationship between housing growth and employment provision has been very carefully considered to this end. Therefore, the Deposit LDP does not seek to transform Bridgend County Borough into a commuter area for Cardiff and Swansea, and this is the opposite aim of what the strategy is seeking to achieve. The level of growth proposed is considered the most appropriate to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements, and connected through enhanced active travel opportunities. This is detailed further within the Employment Background Paper.</p> <p>In terms of land drainage and flooding, the site is entirely within Flood Zone A and therefore considered at low risk of flooding. The Strategic Flood Consequences Assessment (SFCA) 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. Stormwater flows from developed areas to be collected via a positive drainage system and conveyed using the natural fall of the site to a main collection point through a variety of attenuation systems including underground tanks, impermeable reens / swales and attenuation lagoons to a pumping station facility. This will pump stormwater back up to a gravity sewer provided within the main access road connecting the development with the A48. The gravity sewer will connect to the adopted sewer that runs adjacent to the site and connects with the River Ogwr within the north west corner of the site. Flows to be discharged via the gravity sewer into the River Ogwr west of the site to the south of the A48.</p> <p>National Resources Wales advise that the site is located near a Source Protection Zone 1. Therefore future development proposals will need to ensure the protection of groundwater.</p>
752	<p>I absolutely disagree with the proposal of putting extra housing on Island Farm. We simply do NOT have adequate infrastructure to support such a large housing estate. All the local schools are way over full and so are the Doctor surgeries. MerthyrMawr Road is so busy now and this will only get worse. Increased traffic will automatically be detrimental to the air quality overall. The only people who will benefit here are the developers, who are only interested in profit. Shameful that the LDP are even considering this proposal.</p>	<p>Objection to Strategic Allocation PLA2: Island Farm</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and</p>

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777	<p>To improve health and wellbeing is to have natural environments. Taking away history and local countryside areas can take away areas that would benefit wellbeing. Increased traffic can increase stress and anxiety.</p>	<p>Concern related to proposed developments</p>	<p>Comment noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed</p>

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			<p>technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has 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, 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 (Covid restrictions allowing).</p> <p>Development will also require outdoor recreation facilities of which are to be delivered in accordance with Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
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783	The design of these sites is not well thought out. Ewenny roundabout would become a bottleneck causing stress to commuters.	Concern relating to highway infrastructure	<p>Comments noted. In terms of traffic, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough.</p>

			<p>Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
789	<p>If these grand objectives are indeed the plan, then supporting the proposed huge development at Island Farm would achieve the opposite. i.e. The Island Farm proposal would flatten the greenery, cram far too many houses in, and immensely increase the traffic congestion and therefore pollution.</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site PS.1 Island Farm was considered appropriate for allocation.</p>

			<p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC's as local non-statutory protected sites. Paragraph 6.4.20 states that 'Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.'</p>
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			<p>Existing Consent</p> <p>In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land dedication, management plans, contributions and matters relating to travel and management plans associated with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.</p> <p>The Outline planning permission included approval for the construction of a new traffic light controlled junction on the A48 that would serve as the primary access to the development site. The road construction would however pass through an area of local ecological value – the Island Farm Prisoner of War Camp Site of Importance for Nature Conservation (SINC). Under the Conservation and Habitats and Species Regulation 2010, a conditional European Protected Species Licence was issued. In order to comply with the licence and to prevent the new access road from fragmenting the dormice population, the developer proposed to construct and plant the approved ‘Green Bridge’. However, access to the site could not be formed from the A48 until the Green Bridge had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Ewenny Road/New Inn Road to allow a sequence of ‘enabling works’ that had been approved under P/14/354/RES and P/14/824/RES. These ‘enabling works’ are described as:</p> <ul style="list-style-type: none"> • The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site; • Undertaking earthworks to form a plateau for the Tennis Centre; • Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive; • Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a ‘commencement of development’ triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the ‘enabling works’ constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council’s opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a ‘green lung’ that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified</p>
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			<p>in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p> <p>Ecological mitigation measures already implemented</p> <p>As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice <i>Muscardinus avellanarius</i> to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Plecotus auritus</i>.</p> <p>As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts <i>Triturus cristatus</i> to be taking into account.</p> <p>The habitat design for the consented scheme included:</p> <ul style="list-style-type: none"> • Tree and Scrub Planting: translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians. • Hedgerow Enhancement: enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows. • Bat Roosting Building: a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore. • Dormouse Nest Boxes: 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval. • Pond creation: two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts. • Grassland Creation: rough grassland created around the pond to mitigate loss of existing grassland.
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			<p>Proposed mitigation</p> <p>As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:</p> <ul style="list-style-type: none"> • To establish baseline ecological conditions and determine the importance of ecological features present within the specified area; • To identify the existing habitats on site; • To identify the potential for protected species; • To identify if any further surveys are required with regards to protected habitats or species; and • To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources. <p>General habitat – Existing</p> <p>The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows. There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.</p> <p>Two ponds which were created as part of the previous applications’ ecological mitigation works were noted; however, neither was holding much water. Whilst there was very limited aquatic vegetation in the pond, vegetation in the immediate area included large swathes of tall ruderal and ephemeral/short perennial.</p> <p>Part of the site, in the northern section, was designated as a SINC partially due to the mosaic of grassland, woodland and scrub. This area is proposed for retention within the current masterplan, with the exception of an access road. Part of the site had been subject to clearance to enable works from the previous development proposals. The area cleared was not within the SINC identified on site. Detailed surveys will be undertaken to consider the botanical diversity of this area.</p> <p>Part of the area was brownfield land and whilst it was not an appropriate time of year for botany surveys, it was apparent that there were varied nutrient levels and areas of disturbed ground which are likely to result in higher botanical diversity.</p> <p>Built structures were also noted. These included ‘Hut 9’ a former prisoner of war camp from World War 2 located within the woodland in the north of the site and a dedicated bat roost located in the south-west of the site.</p> <p>A number of sink holes were noted across the site. These ranged from those which had apparently been present for a long period of time and had mature trees growing within them, to those very recently emerging and just comprising of small areas of collapsed earth.</p> <p>Natural Resources Wales (NRW) states that consideration will need to be given to protected species (Hazel Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furthermore, NRW states that consideration will need to be given to impacts on the SINC, and habitat – ancient mature hedgerows and woodland.</p> <p>As such the ecological appraisal also considered the following species:</p> <p><u>Dormouse</u></p> <p>The site contains hedgerows and woodland of which 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</p>
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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

A SINC review undertaken by the Wildlife Trust indicates that the on-site 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

			<p>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.</p> <p>The review recommended 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.</p> <p>Overall</p> <p>PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has 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.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological 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.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the "Merthyr Mawr Farmland, Warren and Coastline" which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate</p>
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			<p>land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that "while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future". A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as "high" and "outstanding" against certain criteria, it also performs as "medium" and "low" for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>In terms of traffic, the proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment</p>
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			<p>has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that</p>
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			<p>connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has 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, 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 (Covid restrictions allowing).</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
886	<p>this plan speaks of creating places where people want to live. Not sure if you have been into Bridgend town centre recently? It is not somewhere anyone in their right mind would want to live.</p>	<p>Concerns regarding Bridgend town centre</p>	<p>Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p>

			<p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>Furthermore the Council has recently outlined a vision for Bridgend Town Centre through the publication of the Bridgend Town Centre Masterplan. The vision brings together enterprise, employment, education, in-town living, shopping, culture, tourism and well-being within a historic setting. The masterplan will be used as a planning tool to improve the town centre and will be used to secure future funding to deliver identified projects. It forms the starting point for the decision making process which will follow. No decisions will be made without full engagement and there will be extensive consultation.</p> <p>Bridgend town centre consists of a variety of uses, which has formed the basis of eight development zones, within which 23 relevant projects have been identified, plus a number of site wide projects.</p> <p>The development zones include, The Railway Station Area; Brackla, Nolton and Oldcastle; The Retail Core; Café and Cultural Quarter; The Northern Gateway; Riverside; Newcastle; and Sunnyside.</p> <p>The regeneration projects identified in the Bridgend Town Centre Masterplan will be implemented in various phases over the next 10 years. An action plan has been developed to assist with formulating a project timeline, prioritising and planning projects and furthermore, identifying what resources or inputs are needed to deliver individual projects.</p> <p>The successful delivery of the masterplan will be dependent on an active partnership approach between key stakeholders from the public, private and third sectors. A strategic approach to project delivery will be taken, with BCBC acting as a key facilitator to bring together key project enablers to deliver projects that form part of the overall vision for the regeneration of the Bridgend town centre.</p> <p>Funding applications will be made to number of funding bodies to deliver projects, some of which include:</p> <ul style="list-style-type: none"> • UK Government • Welsh Government • Cardiff Capital Region • Private Investment • And various other funders
898	During the pandemic ive seen a high increase in numbers of the public utilising the area around Merthyr mawr, this has been invaluable for peoples wellbeing.	Merthyr Mawr important for wellbeing	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as</p>

		<p>Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site PS.1 Island Farm was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>Policy PLA2 will also require the enhancement and provision of green infrastructure. The development will be green infrastructure led and will require high quality landscaping and architectural design to capitalise on accessibility to Bridgend Town Centre. A carefully designed green infrastructure network will run through and extend beyond the site to link with Newbridge Fields, thereby providing a continuous 'green lung' that connects the site with both Bridgend Town Centre and Merthyr Mawr. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use. Linked to this will be the protection and enhancement of the existing biodiversity value of the site, ensuring appropriate provision for, and protection of, existing wildlife in the area. This green infrastructure-led development will therefore provide multi-functional benefits relating to recreation, biodiversity, sustainable drainage and the use of non-car routes to address public health and quality of life issues.</p> <p>Development will also require outdoor recreation facilities of which are to be delivered in accordance with Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to</p>
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			<p>enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
899	<p>What a disappointment to hear of plans to build houses on land adjacent to Newbridge Fields. In the past we've regrettably supported the destruction of our town and the surrounding countryside with the need of housing for the next generation. We will never support the loss of the final barrier between Bridgend and Merthyr Mawr estate this will destroy the last character of the County. You probably already of the anger locally and a few of the reasons are listed below. Green spaces Protection of wildlife Mental Health and the access to open spaces Traffic is horrendous today without adding additional volume. We would be interested to hear of your plans in how you're dealing with the already over stretched schools, GPs and traffic volume. You should campaign to remove the proposed land from the list of local development and look towards rewilding our town centre and County.</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p>

			<p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of traffic, the proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p>
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			<p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has 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, 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 (Covid restrictions allowing).</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the</p>
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951	<p>I do not believe the Island farm and the Craig - Y- Parcau proposed plans improves the environment or people's health and well being but promotes more traffic on the A48 which is already a congested road.</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p>

			<p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of traffic, the proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough.</p>
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			<p>Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has 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, 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</p>
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			<p>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 (Covid restrictions allowing).</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC's as local non-statutory protected sites. Paragraph 6.4.20 states that 'Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.'</p> <p>Existing Consent In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and</p>
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			<p>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.</p> <p>The review recommended 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.</p> <p>Overall</p> <p>PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has 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.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological 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.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>Development will also require outdoor recreation facilities of which are to be delivered in accordance with Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
975	All weasel words. I doubt if the muppets employed by this authority are capable of any good design. Look at the full grey and lifeless landscaping in Bridgend town centre.	Concerns regarding Bridgend town centre	<p>Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change</p>

			<p>especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>Furthermore the Council has recently outlined a vision for Bridgend Town Centre through the publication of the Bridgend Town Centre Masterplan. The vision brings together enterprise, employment, education, in-town living, shopping, culture, tourism and well-being within a historic setting. The masterplan will be used as a planning tool to improve the town centre and will be used to secure future funding to deliver identified projects. It forms the starting point for the decision making process which will follow. No decisions will be made without full engagement and there will be extensive consultation.</p> <p>Bridgend town centre consists of a variety of uses, which has formed the basis of eight development zones, within which 23 relevant projects have been identified, plus a number of site wide projects.</p> <p>The development zones include, The Railway Station Area; Brackla, Nolton and Oldcastle; The Retail Core; Café and Cultural Quarter; The Northern Gateway; Riverside; Newcastle; and Sunnyside.</p> <p>The regeneration projects identified in the Bridgend Town Centre Masterplan will be implemented in various phases over the next 10 years. An action plan has been developed to assist with formulating a project timeline, prioritising and planning projects and furthermore, identifying what resources or inputs are needed to deliver individual projects.</p> <p>The successful delivery of the masterplan will be dependent on an active partnership approach between key stakeholders from the public, private and third sectors. A strategic approach to project delivery will be taken, with BCBC acting as a key facilitator to bring together key project enablers to deliver projects that form part of the overall vision for the regeneration of the Bridgend town centre.</p> <p>Funding applications will be made to number of funding bodies to deliver projects, some of which include:</p> <ul style="list-style-type: none"> • UK Government • Welsh Government • Cardiff Capital Region • Private Investment • And various other funders
976	To help the people of Bridgend's health and well being something needs to be done about Bridgend town. The antisocial behaviour there in the daytime is scary!	Concerns regarding Bridgend town centre	<p>Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change</p>

			<p>especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p> <p>Furthermore the Council has recently outlined a vision for Bridgend Town Centre through the publication of the Bridgend Town Centre Masterplan. The vision brings together enterprise, employment, education, in-town living, shopping, culture, tourism and well-being within a historic setting. The masterplan will be used as a planning tool to improve the town centre and will be used to secure future funding to deliver identified projects. It forms the starting point for the decision making process which will follow. No decisions will be made without full engagement and there will be extensive consultation.</p> <p>Bridgend town centre consists of a variety of uses, which has formed the basis of eight development zones, within which 23 relevant projects have been identified, plus a number of site wide projects.</p> <p>The development zones include, The Railway Station Area; Brackla, Nolton and Oldcastle; The Retail Core; Café and Cultural Quarter; The Northern Gateway; Riverside; Newcastle; and Sunnyside.</p> <p>The regeneration projects identified in the Bridgend Town Centre Masterplan will be implemented in various phases over the next 10 years. An action plan has been developed to assist with formulating a project timeline, prioritising and planning projects and furthermore, identifying what resources or inputs are needed to deliver individual projects.</p> <p>The successful delivery of the masterplan will be dependent on an active partnership approach between key stakeholders from the public, private and third sectors. A strategic approach to project delivery will be taken, with BCBC acting as a key facilitator to bring together key project enablers to deliver projects that form part of the overall vision for the regeneration of the Bridgend town centre.</p> <p>Funding applications will be made to number of funding bodies to deliver projects, some of which include:</p> <ul style="list-style-type: none"> • UK Government • Welsh Government • Cardiff Capital Region • Private Investment • And various other funders <p>In terms of addressing antisocial behaviour, it is beyond the scope of the LDP.</p>
983	No	No changes proposed	Comments noted.
987	i am not familiar with the proposed development designs so I am not in a position to comment. When I have had an opportunity of examining the development designs, I may comment	No changes proposed	Comments noted.

999	N/A	No changes proposed	Comments noted.
1018	No	No changes proposed	Comments noted.
1031	No - other than. No plans on your part for adequate road infrastructure and protection of wildlife	Concerns regarding road infrastructure and wildlife protection	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of road infrastructure, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
1037	See first box	No changes proposed	Comments noted.
1052	No	No changes proposed	Comments noted.
1055	see previous comments.	No changes proposed	Comments noted.

107 7	To build houses along the A48 by pass road is neither sustainable nor desirable. Merthyr Mawr and the dipping bridge are a significant asset and they will be irrevocably harmed by this imposition	Concerns regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could</p>
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			<p>not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of traffic, the proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2) Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>It must be noted that the proposed development and masterplan does not direct vehicles towards New Inn Road and the Dipping Bridge. Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially</p>
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			<p>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.</p> <p><u>Bats</u> 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.</p> <p><u>Badgers</u> 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.</p> <p><u>Reptiles</u> 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.</p> <p><u>SINC Review</u> A SINC review undertaken by the Wildlife Trust indicates that the on-site 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. The review recommended 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.</p> <p>Overall PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has 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.</p>
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			<p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological 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.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the "Merthyr Mawr Farmland, Warren and Coastline" which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared</p>
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			<p>on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that “while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future”. A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as “high” and “outstanding” against certain criteria, it also performs as “medium” and “low” for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>Development will also require outdoor recreation facilities of which are to be delivered in accordance with Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
108 3	Building 1000 houses south of the A48 is not appropriate to the local context and will not support a sustainable community. These estates isolated from the rest of Bridgend will not have services to make them sustainable. Building 1000 houses is not going to improve the environment in the Island Farm area as it will inevitably destroy some of the natural habitat and biodiversity of this area. We should be protecting this green lung between Bridgend town and Merthyr Mawr and ensure that it is there to be enjoyed by future generations to help	Concerns regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus</p>

<p>their health and well being. During lockdowns these areas were used extensively by walkers and others taking exercise. We will be left with a car fumed area and the tranquility and peace destroyed by another housing estate.</p>		<p>on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm and PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of traffic, the proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near</p>
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			<p>major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p>
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			<p>P/14/354/RES and P/14/824/RES. The works have not been completed but the Council's opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p> <p>Ecological mitigation measures already implemented</p> <p>As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice <i>Muscardinus avellanarius</i> to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Plecotus auritus</i>.</p> <p>As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts <i>Triturus cristatus</i> to be taking into account.</p> <p>The habitat design for the consented scheme included:</p> <ul style="list-style-type: none"> • Tree and Scrub Planting: translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians. • Hedgerow Enhancement: enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows. • Bat Roosting Building: a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have
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			<p>both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore.</p> <ul style="list-style-type: none"> • Dormouse Nest Boxes: 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval. • Pond creation: two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts. • Grassland Creation: rough grassland created around the pond to mitigate loss of existing grassland. <p>Proposed mitigation</p> <p>As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:</p> <ul style="list-style-type: none"> • To establish baseline ecological conditions and determine the importance of ecological features present within the specified area; • To identify the existing habitats on site; • To identify the potential for protected species; • To identify if any further surveys are required with regards to protected habitats or species; and • To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources. <p>General habitat – Existing</p> <p>The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows. There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.</p> <p>Two ponds which were created as part of the previous applications' ecological mitigation works were noted; however, neither was holding much water. Whilst there was very limited aquatic vegetation in the pond, vegetation in the immediate area included large swathes of tall ruderal and ephemeral/short perennial.</p> <p>Part of the site, in the northern section, was designated as a SINC partially due to the mosaic of grassland, woodland and scrub. This area is proposed for retention within the current masterplan, with the exception of an access road. Part of the site had been subject to clearance to enable works from the previous development proposals. The area cleared was not within the SINC identified on site. Detailed surveys will be undertaken to consider the botanical diversity of this area.</p> <p>Part of the area was brownfield land and whilst it was not an appropriate time of year for botany surveys, it was apparent that there were varied nutrient levels and areas of disturbed ground which are likely to result in higher botanical diversity.</p> <p>Built structures were also noted. These included 'Hut 9' a former prisoner of war camp from World War 2 located within the woodland in the north of the site and a dedicated bat roost located in the south-west of the site.</p> <p>A number of sink holes were noted across the site. These ranged from those which had apparently been present for a long period of time and had mature trees growing within them, to those very recently emerging and just comprising of small areas of collapsed earth.</p>
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Natural Resources Wales (NRW) states that consideration will need to be given to protected species (Hazel Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furthermore, NRW states that consideration will need to be given to impacts on the SINC, and habitat – ancient mature hedgerows and woodland.

As such the ecological appraisal also considered the following species:

Dormouse

The site contains hedgerows and woodland of which 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.

			<p><u>Reptiles</u> 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.</p> <p><u>SINC Review</u> A SINC review undertaken by the Wildlife Trust indicates that the on-site 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. The review recommended 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.</p> <p>Overall PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has 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.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological 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. NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the "Merthyr Mawr Farmland, Warren and Coastline" which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls</p>
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			<p>within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that "while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future". A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as "high" and</p>
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			<p>“outstanding” against certain criteria, it also performs as “medium” and “low” for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>Development will also require outdoor recreation facilities of which are to be delivered in accordance with Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
1116	Extra strain on the area's roads / sewage system etc will be detrimental to the environment and people's health and well-being.	Concern regarding infrastructure	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed developments with its proposed range of land uses will likely produce a wide range of significant beneficial effects</p>
1130	Proposed site: SP2(2)/PLA2 Land South of Bridgend (Island Farm) Proposal for 847 houses etc and Com 1(2) Craig-Y-Parcau, Proposal for 110 houses To: whom it may concern at Bridgend County Borough Council I hereby object to the above proposal, and ask that the site be deleted from the final LDP, on the following grounds; Settlement Boundary - Both these sites are outside of the settlement boundary of Bridgend as defined by the A48. Traffic - The traffic congestion at the nodal points between Broadlands and Waterton is often over-capacity during the AM and PM rush hours. Traffic on Ewenny Hill also backs up below the potteries and Summer traffic can back up to Waterton roundabout. The country lane, New Inn Road has become a rat run already used by many to avoid congestion on the A48 and is now dangerous for walkers and cyclists. This development will increase traffic on the A48,	Objection regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise</p>

<p>Ewenny Hill, Ewenny Road and New Inn Road. - The Traffic Strategic Appraisal commissioned by HD Developments acknowledges that it has been impossible to conduct any meaningful appraisal of the traffic situation because of Covid. To include such a large development in the LDP at such a traffic hotspot and without up-to-date data and analysis is reckless. - The effect of a development of this size on traffic, must also be seen in the context of proposed developments at Craig-Y-Parcau (110 house), Laleston (850 houses) and Parc Afon Ewenni (650 houses). There is no evidence that the cumulative effect of all these developments, has been properly assessed at this point. - The comparison in the draft deposit LDP consultation document with the previously granted application, is misleading, supporting claims by the developer that fewer car trips will be generated by the housing development than would have been by their previous approved application for a sports village. - The air quality on Ewenny Roundabout has been known to regularly exceed the legal limit. Adding more traffic will certainly exacerbate the problem. Nature - Roughly a quarter of the Island Farm site is a SINC and home to European protected species; dormice, Lesser Horseshoe bats and Brown Long Eared bats. Dormice require continuous hedgerow/tree cover. This will be severed by the entrance road. They will also be very vulnerable to domestic cats. Lesser Horseshoe bats are extremely negatively affected by light pollution, added to which they will have to travel further to find suitable feeding areas. The cumulative pressures of a dense housing development on the biodiversity of the SINC will reduce its value for biodiversity which could result in it losing its SINC status. Merthyr Mawr - To take the development boundary up to New Inn Road would irreparably degrade the rural context within which Merthyr Mawr lies. The environs of Merthyr Mawr, without a doubt, extend to the "Dipping Bridge" and arguably include the "Showground Field" which extends to the A48. New Inn Road</p>		<p>developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Craig y Parcau were considered for appropriate for allocation.</p> <p>The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p>
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<p>should be seen as part of the context of this well-loved, unique and nationally regarded historic area. Apart from its function as a rat run, it serves solely as the approach to Merthyr Mawr and it should be valued by BCBC in accordance with their policy, "To Protect and Enhance Distinctive and Natural Places". Merthyr Mawr is a unique asset for Bridgend and the wider area.</p> <p>Safety - To ensure the safety of children crossing the A48 from the development at Island Farm to get to school, the traffic will have to be slowed and a pedestrian crossing point put in. This will further impede the traffic flow at busy times on the A48 - The LDP states that the junction of Ewenny Road and New Inn Road is already forecast to get busier i.e., more fast traffic on New Inn Road Lane. This is part of the Sustrans Route 88 from Newport to Margam Park which currently stops at the bottom of Ewenny Hill. Safe active travel along New Inn Road for pedestrians and cyclists is currently difficult and will get much more so with increased traffic and impedance on the A48. - The Dipping Bridge is a much loved recreation area for kids and young people particularly during hot weather. Increased traffic over the bridge will negatively affect the enjoyment of this iconic landmark and potentially pose a safety risk. Placemaking - The proposed developments at Craig-Y-Parcau and Island Farm will enclose and impinge upon the Ogmore Historic Landscape Characterisation (HLCA018 Ogmore) as well as Merthyr Mawr Registered Historic Landscape area and the grade 2* Park and garden of Merthyr Mawr House. These designations point to a unique and valuable landscape that is placed in trust for the next generation. A place that has already been made and it is the duty of Bridgend Council to pass it on, undegraded, to the next generation.</p>		<p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>It must be noted that the proposed development and masterplan does not direct vehicles towards New Inn Road and the Dipping Bridge. Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has 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, the revised Island Farm 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 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 site 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</p>
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			<p>Island Farm 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 Island Farm development, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).</p> <p>In terms of air quality, Welsh Government policy guidance requires local authorities to publish an Annual Progress Report by 31st December of each year which monitors results for the previous calendar year, provides a progress report on action plan implementation, and provides updates regarding new policies or developments likely to affect local air quality. Where local and national air quality objectives are not to be achieved, Air Quality Management Areas (AQMAs) must be identified where there is a requirement for the local authority to prepare a Local Air Quality Action Plan detailing measures to improve air quality.</p> <p>The 2020 Annual Progress Report confirms that air quality in BCBC meets the relevant air quality objectives as prescribed in the Air Quality (Wales) Regulations 2000 and the Air Quality (Amendment) (Wales) Regulations 2002. A single AQMA is designated in BCBC, this being located along Park Street in Bridgend town centre and is designated due to high levels of NO₂. This was designated in January 2019 and is located approximately 1km north of Island Farm. BCBC have monitored the NO₂ and PM₁₀ levels at Ewenny Cross (the roundabout with the A48 and the B4265) since 2011. The 2020 Annual Progress Report did not recommend that an AQMA is designated at Ewenny Cross and overall recommended that no further Air Quality Management Areas (AQMAs) are designated across BCBC.</p> <p>An Air Quality Assessment was undertaken and submitted as part of the sports village proposals on the Island Farm site. It was based on vehicular movements that the sports village would generate, namely infrequent but regular peaks (and high levels of coaches and busses) interspersed with non-peak periods where modest levels of vehicular movements would be generated. At Island Farm, during the assessment of proposals for the sports village it was concluded that the use of appropriate mitigation measures could deliver an acceptable solution, albeit that assessment was based on a very different set of proposals which could have a different impact on air quality.</p> <p>Nevertheless, a full Air Quality Assessment will be undertaken and submitted as part of any future planning application but the site's location and associated planning history suggest that matters relating to air quality would not preclude the development of Island Farm.</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p>
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			<ul style="list-style-type: none"> • Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive; • Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a 'commencement of development' triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the 'enabling works' constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council's opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p> <p>Ecological mitigation measures already implemented</p> <p>As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice <i>Muscardinus avellanarius</i> to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also known to be used by bats for foraging and commuting purposes, and the SINC are area contains a roost site for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Plecotus auritis</i>.</p> <p>As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such,</p>
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			<p>habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts <i>Triturus cristatus</i> to be taking into account.</p> <p>The habitat design for the consented scheme included:</p> <ul style="list-style-type: none"> • Tree and Scrub Planting: translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians. • Hedgerow Enhancement: enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows. • Bat Roosting Building: a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore. • Dormouse Nest Boxes: 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval. • Pond creation: two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts. • Grassland Creation: rough grassland created around the pond to mitigate loss of existing grassland. <p>Proposed mitigation</p> <p>As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:</p> <ul style="list-style-type: none"> • To establish baseline ecological conditions and determine the importance of ecological features present within the specified area; • To identify the existing habitats on site; • To identify the potential for protected species; • To identify if any further surveys are required with regards to protected habitats or species; and • To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources. <p>General habitat – Existing</p> <p>The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows. There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.</p> <p>Two ponds which were created as part of the previous applications' ecological mitigation works were noted; however, neither was holding much water. Whilst there was very limited aquatic vegetation in the pond, vegetation in the immediate area included large swathes of tall ruderal and ephemeral/short perennial.</p> <p>Part of the site, in the northern section, was designated as a SINC partially due to the mosaic of grassland, woodland and scrub. This area is proposed for retention within the current masterplan, with the exception of an</p>
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			<p>access road. Part of the site had been subject to clearance to enable works from the previous development proposals. The area cleared was not within the SINC identified on site. Detailed surveys will be undertaken to consider the botanical diversity of this area.</p> <p>Part of the area was brownfield land and whilst it was not an appropriate time of year for botany surveys, it was apparent that there were varied nutrient levels and areas of disturbed ground which are likely to result in higher botanical diversity.</p> <p>Built structures were also noted. These included 'Hut 9' a former prisoner of war camp from World War 2 located within the woodland in the north of the site and a dedicated bat roost located in the south-west of the site.</p> <p>A number of sink holes were noted across the site. These ranged from those which had apparently been present for a long period of time and had mature trees growing within them, to those very recently emerging and just comprising of small areas of collapsed earth.</p> <p>Natural Resources Wales (NRW) states that consideration will need to be given to protected species (Hazel Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furthermore, NRW states that consideration will need to be given to impacts on the SINC, and habitat – ancient mature hedgerows and woodland.</p> <p>As such the ecological appraisal also considered the following species:</p> <p><u>Dormouse</u> The site contains hedgerows and woodland of which 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.</p> <p><u>Riparian mammals</u> 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.</p> <p><u>Great crested newt</u> 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.</p> <p><u>Birds</u> 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.</p>
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			<p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the “Merthyr Mawr Farmland, Warren and Coastline” which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes’ ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP’s evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape’s character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that “while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace</p>
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			<p>these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future". A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as "high" and "outstanding" against certain criteria, it also performs as "medium" and "low" for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>The Replacement LDP is also accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>For Land South of Bridgend (Island Farm), the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and listed buildings. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA2 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects</p>
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			<p>which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA2 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan. The tourism and culture asset of Hut 9 will also be preserved and enhanced through improved linkages and active opportunities.</p>
1164	<p>I enthusiastically object to the proposed plans to build 847 houses on the historic 'Island Farm' prisoner of war site. This would be no less than a travesty. The site's historical significance should be preserved, as should the beautiful flora and fauna surrounding it which enriches of lives of those who make use of this beautiful green space, myself included.</p>	<p>Objection regarding Strategic Allocation PLA2: Island Farm</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site PS.1 Island Farm was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge</p>

			<p>Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p> <p>There is clear guidance and legislation with regard to the protection of species and habitats recognised in legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation.</p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful location of development, the creation of green corridors, and open space management. It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals. All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> <p>The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes.</p> <p>It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of land within the allocated site. PPW identifies SINC's as local non-statutory protected sites. Paragraph 6.4.20 states that 'Although non-statutory designations carry less weight than statutory designations, they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection in development plans and the development management process.'</p> <p>Existing Consent</p> <p>In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), development has already lawfully commenced on this site. The Island Farm mixed use development comprising sport/leisure/commercial and office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land dedication, management plans, contributions and matters relating to travel and management plans associated</p>
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			<p>with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.</p> <p>The Outline planning permission included approval for the construction of a new traffic light controlled junction on the A48 that would serve as the primary access to the development site. The road construction would however pass through an area of local ecological value – the Island Farm Prisoner of War Camp Site of Importance for Nature Conservation (SINC). Under the Conservation and Habitats and Species Regulation 2010, a conditional European Protected Species Licence was issued. In order to comply with the licence and to prevent the new access road from fragmenting the dormice population, the developer proposed to construct and plant the approved ‘Green Bridge’. However, access to the site could not be formed from the A48 until the Green Bridge had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Eweny Road/New Inn Road to allow a sequence of ‘enabling works’ that had been approved under P/14/354/RES and P/14/824/RES. These ‘enabling works’ are described as:</p> <ul style="list-style-type: none">• The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site;• Undertaking earthworks to form a plateau for the Tennis Centre;• Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive;• Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a ‘commencement of development’ triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the ‘enabling works’ constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council’s opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a ‘green lung’ that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner.</p>
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			<p>directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.</p> <p><u>Great crested newt</u> 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.</p> <p><u>Birds</u> 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.</p> <p><u>Bats</u> 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.</p> <p><u>Badgers</u> 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.</p> <p><u>Reptiles</u> 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.</p> <p><u>SINC Review</u> A SINC review undertaken by the Wildlife Trust indicates that the on-site 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.</p>
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			<p>The review recommended 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.</p> <p>Overall PPW identifies SINC's as local non-statutory protected sites of which carry less weight than statutory designations, however it is acknowledged that they can make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems, and they should be given adequate protection. As such, the Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) has 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.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological 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.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the "Merthyr Mawr Farmland, Warren and Coastline" which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p>
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			<p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that "while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future". A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as "high" and "outstanding" against certain criteria, it also performs as "medium" and "low" for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>The Replacement LDP is also accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended</p>
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			<p>changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>For Land South of Bridgend (Island Farm), the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and listed buildings. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA2 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA2 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan. The tourism and culture asset of Hut 9 will also be preserved and enhanced through improved linkages and active opportunities.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
122 4	No		Comments noted.
130 9	Para 1.1.2 of the Deposit Consultation Document (DCD) states that the LDP is required to produce outputs including: 'maximising well-being and creating sustainable places through placemaking; - reflect local aspirations for the County Borough, based on a vision agreed by the Council and other stakeholders; - provide a basis for rational and consistent development management decisions; - guide growth and change, while protecting local diversity, character, and sensitive environments; and - ensure the social and	Concern regarding Strategic Allocation PLA2: Island Farm	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement</p>

<p>economic resilience of settlements and their ability to adapt to change over the long term. It is argued that the allocation of substantial areas of green field land south of the A48 that have previously received long term protection from previous Council administrations and Planning Inspectors would not meet the objectives set by the Council and Welsh Government for high quality place making. The environment south of the A48 has long been viewed as an area of restraint due to its high landscape and ecological value and as part of a holistic view of protection of the environs of the nationally important Merthyr Mawr village and National Nature Reserve.</p>		<p>to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site PS.1 Island Farm was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In relation to nature/biodiversity, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.</p>
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			<p>had been established. Under a non-material amendment to the outline planning permission and application P/17/29/FUL, the Council consented a temporary construction access from Ewenny Road/New Inn Road to allow a sequence of 'enabling works' that had been approved under P/14/354/RES and P/14/824/RES. These 'enabling works' are described as:</p> <ul style="list-style-type: none"> • The setting up of the site facilities via Island Farm Lane and New Inn Road to provide the site facilities and temporary internal roads for the delivery of earth moving plant to the site; • Undertaking earthworks to form a plateau for the Tennis Centre; • Undertaking the earthworks, drainage works and form the sub base to the internal access road working from the boundary adjacent to the interconnecting spur with the adjacent Technology Drive; • Break through the boundary hedgerow and construct the proposed road link between the Island Farm site access road and Technology Drive. Install the incoming services infrastructure that will access the site via Island Farm Lane. Construction access herein to be via Technology Drive; <p>The aforementioned works were commenced in July 2017 in accordance with the above consents and the details agreed in relation to the pre-commencement planning conditions. Under the definitions within the planning obligation, the aforementioned works constituted a 'commencement of development' triggering a number of obligations in relation to highway works. A deed of variation to the original agreement was signed on 11th October 2018 which reconciled the enabling works (phase 0) with the original obligation. On the basis of the above, the 'enabling works' constituted a material operation and a lawful commencement of reserved matters consents P/14/354/RES and P/14/824/RES. The works have not been completed but the Council's opinion is that the permissions are extant.</p> <p>Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, there is considered to be an overriding need for the development. Re-allocation of this site will enable accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site, including relocation of Heronsbridge Special School. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified in the LHMA. The site promoter has also provided extensive supporting information to evidence the site is both viable and deliverable.</p> <p>Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A final masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will need to demonstrate how the development will create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities. An illustrative masterplan will also be included in the final version of the Replacement LDP to enable all parties to understand how the site will be developed in broad terms, including proposed land uses, access, infrastructure requirements, constraints and areas of protection. This masterplan will clearly identify the location of the SINC in the context of the wider allocation.</p> <p><i>Ecological mitigation measures already implemented</i></p> <p>As part of the existing consent, a mitigation strategy was produced in 2009 to offset the impacts of the development. It was proposed that the SINC and south west field would become a wildlife conservation area within the new development. Surveys at the site found dormice <i>Muscardinus avellanarius</i> to be present, both within the woodland and scrub in the SINC and in the hedgerows of the agricultural fields. These areas are also</p>
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		<p>known to be used by bats for foraging and commuting purposes, and the SINC area contains a roost site for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Plecotus auritus</i>.</p> <p>As part of the development process some areas of these habitats were to be lost, and modification to the remaining areas due to the impacts of the development, including noise and light spillage. Part of the mitigation strategy to counter these losses included the creation of new habitats suitable for the relevant species. As such, habitat design was guided by the requirements of the protected species of which had the potential to utilise the site. In addition to dormice and bats, a further condition of the existing consent required the habitat requirements of Great Crested Newts <i>Triturus cristatus</i> to be taken into account.</p> <p>The habitat design for the consented scheme included:</p> <ul style="list-style-type: none"> • Tree and Scrub Planting: translocation and planting new trees and scrub in the south-west field, providing an alternative for displaced animals, including dormice, bats, and shelter for reptiles and amphibians. • Hedgerow Enhancement: enhancement and translocation of hedgerows from the centre of the site to the eastern site boundary has been undertaken, to create continuous hedge lines which help to buffer the expanded SINC site, and to filter out noise and light from development. Additionally, it provides a continuous flight line for bats and allow dormice to disperse more easily along the hedgerows. • Bat Roosting Building: a purpose-built bat roost building has been constructed within the south-west field, providing a suitable roost site for both lesser horseshoe and brown long-eared bats, which have both been found roosting in the old hut within the SINC. The building was constructed on the lesser horseshoe key flight line to enable them to rapidly locate it, and also be close to good feeding habitats on the Merthyr Mawr and the River Ogmore. • Dormouse Nest Boxes: 35 dormouse nest boxes placed within the field, to provide shelter for dormice that are to be displaced from other areas of the site. Placed within the north-east and south-east hedgerows, at approximately 10m interval. • Pond creation: two new ponds have been created within the south-west field, with the primary aim of providing habitat for Great Crested Newts. • Grassland Creation: rough grassland created around the pond to mitigate loss of existing grassland. <p>Proposed mitigation</p> <p>As part of the proposed development of Strategic Allocation PLA2: Land South of Bridgend (Island Farm), an ecological appraisal of the site has been prepared by Ethos Environmental Planning in order to:</p> <ul style="list-style-type: none"> • To establish baseline ecological conditions and determine the importance of ecological features present within the specified area; • To identify the existing habitats on site; • To identify the potential for protected species; • To identify if any further surveys are required with regards to protected habitats or species; and • To identify any key ecological constraints and make recommendations for design options to avoid significant effects on important ecological features/ resources. <p>General habitat – Existing</p> <p>The site was found to be comprised predominately of arable land in its winter stubble with very few plant species noted. The arable field margins provide good habitat for a range of species and buffer the existing hedgerows. There were numerous hedgerows across the site which ranged from mature hedgerows with trees and hazel coppice, to intensively managed species-poor hedgerows which dissected the arable fields. Two hedgerows had been translocated recently to the eastern boundary and appeared to show new growth.</p>
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			<p>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.</p> <p>Further work and surveys are to be undertaken from an ecological perspective in line with the recommendations of the ecological 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.</p> <p>NRW support the commitment for the future development of the site to follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC.</p> <p>Overall, the site has an extensive planning history which has demonstrated that the site can be developed in an ecologically sensitive way through careful scheme design and the use of mitigation measures. Policy PLA2 will ensure that the proposed uses through outlined development requirements are fully integrated into the future development of site.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the "Merthyr Mawr Farmland, Warren and Coastline" which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline</p>
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			<p>landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that “while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future”. A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as “high” and “outstanding” against certain criteria, it also performs as “medium” and “low” for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
137 2	<p>Proposed site: SP2(2)/PLA2 Land South of Bridgend (Island Farm) Proposal for 847 houses etc and Com 1(2) Craig-Y-Parcau, Proposal for 110 houses Placemaking - The proposed developments at Craig-Y-Parcau and Island Farm will enclose and impinge upon the Ogmere Historic Landscape Characterisation (HLCA018 Ogmere) as well as Merthyr Mawr Registered Historic Landscape area and the grade 2* Park and garden of Merthyr Mawr House. These designations point to a unique and valuable landscape that is placed in trust for the next generation. A</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl,</p>

<p>place that has already been made and it is the duty of Bridgend Council to pass it on, undegraded, to the next.</p>		<p>Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm and PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>With regards to landscape matters, a Landscape Character Assessment for Bridgend County Borough was prepared by LUC and published in 2013. The document provides guidance on landscape character and, following the adoption of the Local Development Plan, supplements the Green Infrastructure, Biodiversity and Landscape Supplementary Planning Guidance. The Assessment categorises undeveloped land into 15 Landscape Character Areas (LCAs) with the site in question being located within the "Merthyr Mawr Farmland, Warren and Coastline" which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warren and Coastline LCA falls within the Merthyr Mawr Special Landscape Area, recognising designations such as Merthyr Mawr Warren SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Mawr village Conservation Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of the landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Assessment also identifies key landscape sensitivities to development-led to change, stressing the important of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The Assessment recommends implementing management strategies for their continued survival and visibility in the landscape, including through appropriate land management practices and recreation management. As such, the importance of this landscape, and the</p>
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			<p>need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base and this will be further emphasised within the supporting text to PLA2(2) for completeness.</p> <p>In particular, the southern boundary of the Land South of Bridgend (Island Farm) proposed allocation is important as it lies adjacent to a historic landscape as identified by the LCA. The Replacement LDP will seek to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses.</p> <p>There will, undoubtedly, be an element of landscape change, although, as aforementioned, the existing permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RES refer) on the site are considered extant. A Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the Environmental Statement submitted alongside the 2008 outline application for the sports village at Island Farm. The LVIA evaluated the significance of landscape and visual impacts by assessing the sensitivity of the existing baseline landscape and visual resources of the application site and wider area and the magnitude of the change that would occur to the site and surroundings during the various phases of the development. The LVIA was prepared on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the cases of the proposed stadia elements, a high level of massing. The LVIA concluded that "while there will be permanent residual views of buildings, these will be predominantly negligible, minor or moderate significance following the implementation of the comprehensive mitigation measures at the end of the 15 year assessment period. Views are a subjective matter and have been assessed as being adverse because of the scale of change in the appearance of an undeveloped landscape. It is anticipated that the majority of receptors will embrace these community led proposals and be stimulated by the quality and appearance of this development. The loss of landscape features will be significantly compensated by the scale of proposed planting and through improved landscape management, will give rise to beneficial landscape and ecology effects in the medium and long term future". A series of mitigation measures were recommended. Broadly, the same means of mitigation are proposed as part of the newly proposed development and will include strong boundary planting, the creation of an undulating roofscape, the use of muted recessive colours, the use of horizontal and vertical bands of colour and texture, and using cut and fill techniques to reduce perceived scale and mass of buildings. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme.</p> <p>The site promoter has equally considered the landscape effects in addition to mitigation measures. The site is not subject to any local or national, statutory or non-statutory landscape designations, albeit there are listed buildings and TPOs on the edge of the site (neither are directly affected by the proposed development). LANDMAP analysis reflects that the sites are not subject to any designations. Whilst scoring as "high" and "outstanding" against certain criteria, it also performs as "medium" and "low" for other criteria and overall the level of sensitivity is comparable to similar parcels of land on the urban fringe of Bridgend. Further, the development of the site is not considered to undermine any of the six landscape sensitivities that are identified as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Character Area. A detailed, updated LVIA will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.</p> <p>The Replacement LDP is also accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA</p>
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138 5	<p>Proposed site: SP2(2)/PLA2 Land South of Bridgend (Island Farm) Proposal for 847 houses etc and Com 1(2) Craig-Y-Parcau, Proposal for 110 houses Traffic - The traffic congestion at the nodal points between Broadlands and Waterton is often over-capacity during the AM and PM rush hours. Traffic on Ewenny Hill also backs up below the potteries and Summer traffic can back up to Waterton roundabout. The country lane, New Inn Road has become a rat run already used by many to avoid congestion</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and Housing Allocation COM1(2): Craig y Parcau</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the</p>

<p>on the A48 and is now dangerous for walkers and cyclists. This development will increase traffic on the A48, Ewenny Hill, Ewenny Road and New Inn Road. - The Traffic Strategic Appraisal commissioned by HD Developments acknowledges that it has been impossible to conduct any meaningful appraisal of the traffic situation because of Covid. To include such a large development in the LDP at such a traffic hotspot and without up-to-date data and analysis is reckless. - The effect of a development of this size on traffic, must also be seen in the context of proposed developments at Craig-Y-Parcau (110 house), Laleston (850 houses) and Parc Afon Ewenni (650 houses). There is no evidence that the cumulative effect of all these developments, has been properly assessed at this point. - The comparison in the draft deposit LDP consultation document with the previously granted application, is misleading, supporting claims by the developer that fewer car trips will be generated by the housing development than would have been by their previous approved application for a sports village. - The air quality on Ewenny Roundabout has been known to regularly exceed the legal limit. Adding more traffic will certainly exacerbate the problem.</p>		<p>periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm and PS.2 Craig y Parcau were considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA2 – Page 67). The provision of new residential units, including affordable dwellings, will be incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>The proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to</p>
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			<p>support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>It must be noted that the proposed development and masterplan does not direct vehicles towards New Inn Road and the Dipping Bridge. Proposed Policy PLA2 prescribes a number of placemaking principles for Land South of Bridgend (Island Farm), which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages between the site, the Town Centre, Brynteg Comprehensive School and surrounding environs. In addition proposed Policy PLA2 will require the site's green infrastructure network to extend to Newbridge Fields, thereby capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents. Housing allocation COM1(2) will also be required to provide a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widening footway on</p>
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			<p>southern side of A48 to 3m and extend length on both southern and northern side. Broadlands roundabout will also be required to be upgraded for pedestrians and cyclists.</p> <p>The site promoter's Transport Assessment has 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, 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 (Covid restrictions allowing).</p> <p>In terms of air quality, Welsh Government policy guidance requires local authorities to publish an Annual Progress Report by 31st December of each year which monitors results for the previous calendar year, provides a progress report on action plan implementation, and provides updates regarding new policies or developments likely to affect local air quality. Where local and national air quality objectives are not to be achieved, Air Quality Management Areas (AQMAs) must be identified where there is a requirement for the local authority to prepare a Local Air Quality Action Plan detailing measures to improve air quality.</p> <p>The 2021 Annual Progress Report confirms that air quality in BCBC meets the relevant air quality objectives as prescribed in the Air Quality (Wales) Regulations 2000 and the Air Quality (Amendment) (Wales) Regulations 2002. A single AQMA is designated in BCBC, this being located along Park Street in Bridgend town centre and is designated due to high levels of NO₂. This was designated in January 2019 and is located approximately 1km north of Island Farm. BCBC have monitored the NO₂ and PM₁₀ levels at Ewenny Cross (the roundabout with the A48 and the B4265) since 2011. The 2020 Annual Progress Report did not recommend that an AQMA is designated at Ewenny Cross and overall recommended that no further Air Quality Management Areas (AQMAs) are designated across BCBC.</p> <p>An Air Quality Assessment was undertaken and submitted as part of the sports village proposals on the Island Farm site. It was based on vehicular movements that the sports village would generate, namely infrequent but regular peaks (and high levels of coaches and busses) interspersed with non-peak periods where modest levels of vehicular movements would be generated. At Island Farm, during the assessment of proposals for the sports village it was concluded that the use of appropriate mitigation measures could deliver an acceptable solution, albeit that assessment was based on a very different set of proposals which could have a different impact on air quality.</p>
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			<p>Nevertheless, a full Air Quality Assessment will be undertaken and submitted as part of any future planning application but the site's location and associated planning history suggest that matters relating to air quality would not preclude the development of Island Farm.</p>
570	<p>Again, Lack of infrastructure, no regard to public health and wellbeing, lack of green spaces, damage to ecology and without thought to future generations.</p>	<p>Concerns relating to lack of infrastructure and green spaces, health and wellbeing, damage to ecology and future generations.</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could</p>

			<p>not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of wellbeing, The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p> <p>In relation to lack of green space, the Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required</p>
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			to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.
645	Judging from the recent work on the washeries site in Ogmores, no vision, poor design and lacking in class and sustainability.	Concerns regarding the work quality at washeries site Ogmores.	<p>Comment noted. The work at washeries site is out of the scope of the proposed LDP.</p> <p>The Ogmores and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments. The mentioned site was a disused coal washery in Ogmores, which has been transformed into a nature and heritage trail by the Ogmores Community council with the support from Bridgend County Borough Council</p>
1271	Welcome Placemaking principles. Intelligent design in street furniture would be amazing in public spaces.	Support for placemaking principles.	Comment/support noted.
562	I am so busy laughing at that last paragraph. What on earth does it mean? 'Provide development appropriate to the local context' that states is rubbish when you want to build blocks of flats on Salt Lake. The only context BCBC is interested in when it relates to Salt Lake is how much money they can squeeze out of the development.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters</p>

			<p>were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>Policy PLA1 ensures development of the design and layout of Porthcawl Waterfront has regard to the landscape in which it sits, considering the interface between the site, the waterfront and the broader settlement of Porthcawl. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. As such, the Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p>
564	Would simply like to see designs which will last for many years to come	Designs should last over the long term	<p>Comments noted. All development will be required to comply with Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60), whereby development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria includes design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character.</p>
577	No high rise buildings .they would spoil the outlook for most people	No high rise buildings in Porthcawl	<p>Comments noted. The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p>
584	Design attractive tourist facilities on Salt Lake and along the sea side of Porthcawl. Build houses away from the prime land that can be used for all weather facilities for tourists	Build houses away from prime land in Porthcawl / provide leisure and tourism facilities	<p>Comments noted. The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p>

			<p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year-round, wet-weather attraction.</p> <p>Furthermore, mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p>
585	Please nothing like that hideous "bottle bank" on Porthcawl seafront!	No designs like the bottle bank in Porthcawl	<p>Comments noted. A Land-Use Framework has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper. The Land-Use Framework details design guidance.</p> <p>Design will be determined and assessed during the detailed planning application stage.</p>
589	Agree good design is necessary. That should include green space and leisure where possible.	Good design is necessary, including green space and leisure	<p>Comments noted. As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
596	BCBC has failed time after time in this area, no vision, enthusiasm or care given for the town apart from generating more housing and building over our green spaces.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an</p>

			<p>appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Porthcawl Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p>
656	All new buildings including housing should be examples of sustainable design and construction, maximising opportunities for nature based solutions such as such as green roofs, green walls, rain gardens, trees	All new buildings should be of a sustainable design	Comments noted. All development will be required to comply with Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60), whereby development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria includes responding

	and other green infrastructure to generate a wide range of benefits.		<p>to the climate emergency by 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 techniques. Criteria will also ensure that development safeguards and enhances biodiversity and integrated multi-functional green infrastructure networks.</p> <p>Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out by Policies PLA1-5 (See Page 62).</p>
665	The design of salt lake should be 70% car parking and 30% leisure. Just grassed areas with picnic tables for children to play would be adequate.	Salt Lake should be comprised of parking and leisure	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), leisure (preferred use as a hotel) and supporting commercial uses. Car parking will continue to be provided at the Hillsboro car park to the west of the Regeneration Area. Some visitor parking could be introduced as part of the enhancement of the Eastern Promenade. Additionally, the proposed regeneration will open up a number of opportunities for improving public transport. A new ‘bus terminus’ may be located along the Portway where visitors and locals could arrive at, and depart from the regeneration site and town centre.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
675	I don't agree with this explanation.	Disagreement with explanation	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend’s Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals. The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years’ time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
694	no	No changes proposed	Comments noted.
695	What has sustainability got to do with design?	What has sustainability got to do with design	<p>Good Design is intrinsic to the process of Sustainable Placemaking, defined by Planning Policy Wales as ‘a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, well-being in the widest sense’. Placemaking is an overarching concept which relates to the design and context of a development. It seeks to ensure that the design process, layout structure and provide development that is appropriate to the local context and supports a sustainable community creating an environment within which people can identify with and use easily; whilst respecting the natural and built environment. This means that high quality, well-thought out and sustainable design which improves the environment and people’s health and well-being is essential. All development must be underpinned by the application of Good Design and a Sustainable Placemaking approach to siting, design, construction and operation. These principles have informed and are imbedded within the Replacement LDP. Strategic Policy 3</p>

			(Page 60) includes two overarching policy criteria to ensure the principles of Good Design and Sustainable Placemaking are enshrined within all development proposals across the County Borough, enabled through application of 14 more detailed criteria.
701	how does this improve the environment ? where are the parking facilities for day trippers? houses which are overpriced on a prime location more polluting of the environment	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comment noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented</p>

			<p>with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>In terms of the potential environmental impact, a Phase 1 Habitat Survey has been undertaken, of which robustly determines what ecology constraints may exist within the site. The findings indicate that the proposed development would not have any adverse impact. Whilst further surveys will be undertaken, the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of overpriced housing, Policy PLA1 (See Deposit Plan – Page 63) will require development of Porthcawl Waterfront to incorporate an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development.</p>
702	There are very few leisure opportunities in Porthcawl. Well being is so important. All other areas of BCBC have sports centres	Concerns relating to Strategic Allocation PLA1:	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63).

	and swimming pools. Having been brought up in Porthcawl we have always had to travel outside the locality for most leisure activities	Porthcawl Waterfront / leisure	<p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
703	That means sustainable parking for visitors and the ONE THOUSAND FIVE HUNDRED additional cars minimum, that will now be on the roads in Porthcawl due to the building of ONE THOUSAND ONE HUNDRED AND FIFTEEN houses	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / parking	<p>Comments noted. In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
705	No	No changes proposed	Comments noted.
706	No	No changes proposed	Comments noted.
710	Excellent aims - not just concentrating on building new housing for profit. However, BCBC need to listen to, and take heed of, the views of local residents and civic organisation NOT just proceeding blindly with their own misguided ideas.	Need to listen to views of local residents and civic organisation	Comments noted. All formal representations made on the Deposit Plan have been published and responded to in the Consultation Report following the close of the consultation period. This is a legislative requirement as set out in LDP Regulation 22(2). The Report is a key document that summarises the key issues raised throughout the process, including the representations made and recommendations as to how the Local Planning Authority considers each representation should be addressed.
713	No	No changes proposed	Comments noted.
715	Consideration needs to be made to Porthcawl being a seaside resort	Consideration needs to be made to Porthcawl being a seaside resort	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of</p>

			<p>complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
718	Yes - It would be wonderful to see housebuilders given direct orders for new homes that generate electricity, harvest rainwater and have enough garden space for the growing of vegetables. Basics really.	Houses should generate electricity, harvest rainwater and have enough garden space for	Comments noted. All development will be required to comply with Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60), whereby development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria includes responding

		the growing of vegetables	to the climate emergency by 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 techniques. Criteria will also ensure that development safeguards and enhances biodiversity and integrated multi-functional green infrastructure networks. Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out by Policies PLA1-5 (See Page 62).
518	I agree with the principles, but aesthetics are also important, in particular when it comes to the Art Deco heritage of Porthcawl	Aesthetics of buildings are important	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). Policy PLA1 will ensure the site's masterplan 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. The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.
724	I fully agree that the design should complement the town and buildings already here, however high quality, well thought out design which improves the environment is not usually associated with affordable housing..	Affordable housing should also be comprised of high-quality design	Comments noted. Affordable housing will be required to be constructed to Development Quality Requirement Standards, whereby homes should be of high quality, innovative and sustainable.
726	No	No changes are proposed	Comments noted.
767	A leisure centre improves everyone's health and well-being. Our community is growing rapidly therefore cannot continue to rely on pyle or Bridgend as their communities continue to increase also.	Leisure centre required in Porthcawl	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.. Additionally, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).
768	It's a great ambition but needs to be balanced with reality ie great to get rid of the eyesore that salt lake car park has become	Car parking required in Porthcawl	Comments noted. In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and

	but you need to incorporate viable and substantial alternative parking resolutions for visitors		<p>development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
775	I urge the council to ensure that accessibility standards are applied rigorously to all properties to ensure that housing, work, leisure and other opportunities are not denied to disabled people because of a failure to apply Lifetime Home and other minimum standards	Ensure that accessibility standards are applied	<p>Comments noted. A wide range of technical evidence and background papers have been prepared to support the Deposit Plan.</p> <p>The Council have prepared a Sustainability Appraisal to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. One particular objective of the Sustainability Appraisal seeks to provide equality and social inclusion for all residents living within the County Borough. Policies within the Deposit Plan are predicted to have a positive effects on aspects of this Sustainability Appraisal objective.</p> <p>Due consideration has also been given to the Well-Being of Future Generations Act (Wales) 2015 of which is a key piece of legislation which aims to further improve the social, economic, environmental and cultural well-being of Wales. The Act has a major influence on all aspects of the Replacement LDP, which will integrally link with each well-being goal and provide a policy context that allows them to be met.</p> <p>Furthermore, an Equality Impact Assessment has been prepared (See Appendix 3) of which is a multi-purposes tool ensuring the appropriate steps are taken to comply with the Public Sector Equality Duty Equality Impact Assessment legislation and to demonstrate that we have shown due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage when taking strategic decisions under the Socio-economic Duty.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,646 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. Where a bespoke need has been identified, and on appropriate sites, new development may also be required to provide for more specialist affordable housing provision including accessible accommodation. However, it would not be appropriate for such provision to be required on every site as this will depend on the location of the site, the type of development, viability considerations and the level of housing need identified for that area.</p>
781	A scale model of the proposed design development should be available for public viewing and discussion as soon as possible	Scale model of the proposed design of development should be made available for public discussion	<p>Comments noted. The Council will be going out for public consultation shortly on the Placemaking Strategy prepared for Porthcawl.</p> <p>However, it is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p>

			<p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS. These methods included:</p> <ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents were been made available online via Bridgend County Borough Council's Website (www.bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also been made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were been informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@bridgend.gov.uk or telephoning 01656 643633. • Posters were sent to all Town and Community Councils to display on their notice boards.
791	I would like to see it fit in with the environment and also be environmentally friendly to the local wildlife and wild flower we have in the town I want to see the town work to its full potential	Would like to see Strategic Allocation PLA1: Porthcawl Waterfront fit in with the environment	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). PLA1 requires the creation of a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. that there must be particular emphasis on incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing.

			<p>In terms of the potential environmental impact, a Phase 1 Habitat Survey has been undertaken, of which robustly determines what ecology constraints may exist within the site. The findings indicate that the proposed development would not have any adverse impact. Whilst further surveys will be undertaken, the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.</p> <p>There are a number of potential options for green infrastructure design that could be incorporated as part of future development within the regeneration area including the following:</p> <ul style="list-style-type: none"> • Create an extensive viable network of green corridors and natural habitat throughout development which connects larger or more expansive open spaces for both people and wildlife designed around existing site assets; • Provide pleasant, safe and linear routes for active travel such as walking and cycling for utility, recreation and health promotion; • Ensure where possible streets and roads are tree-lined or contain soft landscaping appropriate to local character, habitats and species within the area; • Utilise SUDs to provide additional multi use green space and enhance connectivity between habitats for enhanced for biodiversity; • Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the species within the area; • Harvest, store and re-use rainwater in low carbon systems; • Create natural green spaces and wild or free play areas in the urban setting; • Create a network of streets, open spaces and parks, with safe and legible routes linking them to homes and schools; • Enhance the transport system and help reduce effects of air pollution through the provision of verges of priority habitat, hedgerow, wildflower rich or rough grassland; • Provide public access to green infrastructure assets where appropriate; and • Incorporate insect attracting plants, hedgerows, log piles, loggaries and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces. <p>The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
794	<p>Whilst the aesthetic of the designs seem strong and in keeping with the area and the I support sustainable policies, I feel that the Seafront development in Porthcawl is too housing and commercial biased and that an opportunity for public services provision has been missed. Public facilities that offer</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p>

	interaction for tourist and communities other seafronts have developed things like play areas, skateparks, lidos, outdoor exercise areas, etc that have engaged tourist and the local community alike and a plan that is so weighted in favour of housing and commercial provision is not something I can support.		<p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
803	No	No changes proposed	Comments noted.
808	yes having worked hard for all of my life (which as enabled me to purchase a house in Porthcawl) i hope that any developments on any part of the front in Porthcawl are Decent (Take a look at the Mistakes that Llanelli Council made on the Millenium walk Estates on the sea front They are Dreadfull ???	Ensure Strategic Allocation PLA1: Porthcawl Waterfront is designed appropriately	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p>
881	This is a very standard piece of text straight out of the text book - have been there! The key is how this is transmitted into reality by the masterplanning of the various sites and individual project design briefs which are produced - plus looking for value not cheapest price to give a higher return.	Plan is very standard / how this is transmitted into reality is key	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>Policy PLA1-5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such development will deliver a wide range of land uses including affordable housing, education, recreation facilities, public open space, active travel plus appropriate community facilities and commercial uses. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>The Deposit LDP Consultation document did not contain detailed masterplans for any of the proposed strategic sites. This was a conscious decision taken by officers at the time which reflected the fact that master planning work was and is still being developed. It was felt that including draft plans that may have no bearing on the final version would be misleading. When approved for submission to Welsh Government, the Deposit LDP will include masterplans, and these will reflect the development and masterplan principles outlined in Policies PLA1 – PLA5.</p>
884	if the 'Bottle Bank' in Porthcawl is an example of good design, it does not auger well for any other development1	Concerns over design	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63).

			<p>Policy PLA1 will ensure the site's masterplan 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. The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p>
894	<p>I have not seen any design in the plan. All I have seen blocks of land for development not detail. The strategy has identified 40 jobs through Aldi. There will be more cars and people will still have to travel for work. We are not coping with the roads now so how on earth with all these extra houses will we manage you can at least double the amount of traffic on the road.</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / employment</p>	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>Whilst a high level masterplan has been developed for the development of Porthcawl Waterfront, detail plans will be required to accompany a planning application in addition to other supporting information of which will need to be agreed with the Council prior to development commencing.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore, Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
928	<p>You really think a load of cookie cutter houses being placed right at the heart of a tourist driven town is a great asset to it in design or quality! Don't be ridiculous</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed</p>

			<p>the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p>
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939	<p>Yes good design is essential and thought and discussion with what communities want. Porthcawl is a tourist town and yet when people excitedly post that they are coming to stay in Porthcawl and can we tell them what to do on a rainy day.....nothing, no pool, no cycle track. Please when designing your town look at the success of Abergavenny, they continue to grow and bloom.</p>	<p>Lack of tourist facilities in Porthcawl</p>	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including</p>

			Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).
943	<p>LDP Proposal States - The key to the area's success is to balance the nature of the development with the interests of tourism and that of the environment. What about the interests of the residents and visitors who may not benefit? Surely they should be considered. Porthcawl is a seaside town and should be valued for what it is, not somewhere to build houses on the sea front. If this area is to be developed it should be made attractive and a place for relaxation, the restorative well being of residents and visitors and pursuit of leisure interests. That is what a seaside town should be. LDP Proposal States - benefiting from a range of leisure facilities What leisure uses. Ratepayers Money from Porthcawl has not benefited its residents. We do not have a leisure centre or swimming pool like Bridgend. If built where would it go? LDP Proposal States - The site will deliver - leisure facilities, a bus terminus, recreation facilities etc Again leisure facilities are mentioned but to have these you have to provide parking for those who use them. A bus terminus may not provide means of transport for everyone. Place Making Principles LDP Proposal States - pursue transit orientated development that prioritises, walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Porthcawl has an ageing population which is unlikely to change as people retire to the seaside. People cannot change overnight and some may not want to or be physically able to do so. LDP Proposal States - Community led food growing. How will this be maintained and kept tidy. It may become a congregating place for people who are not going to garden. LDP Proposal States - The key to the area's success is to balance the nature of the development with the interests of tourism and that of the environment. What about the interests of the residents and visitors who may not benefit? Surely they should be considered. Porthcawl is a seaside town and should be</p>	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical</p>

<p>valued for what it is, not somewhere to build houses on the sea front. If this area is to be developed it should be made attractive and a place for relaxation, the restorative well being of residents and visitors and pursuit of leisure interests. That is what a seaside town should be. LDP Proposal States - benefiting from a range of leisure facilities What leisure uses. Ratepayers Money from Porthcawl has not benefited its residents. We do not have a leisure centre or swimming pool like Bridgend. If built where would it go? LDP Proposal States - The site will deliver - leisure facilities, a bus terminus, recreation facilities etc Again leisure facilities are mentioned but to have these you have to provide parking for those who use them. A bus terminus may not provide means of transport for everyone. Place Making Principles LDP Proposal States - pursue transit orientated development that prioritises, walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Porthcawl has an ageing population which is unlikely to change as people retire to the seaside. People cannot change overnight and some may not want to or be physically able to do so. LDP Proposal States - Community led food growing. How will this be maintained and kept tidy. It may become a congregating place for people who are not going to garden.</p>		<p>development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number</p>
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			<p>of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of the proposed community led food growing aspect of the development, key details will be determined at the detailed planning application stage.</p>
972	No	No changes proposed	Comments noted.
978	There should be a rule no high rise developments. Developments over 2 Stories	No high-rise buildings exceeding two storeys	Comments noted. The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.
982	Have you actually read the above when considering the seafront in Porthcawl????????? What idiot considered your plans would enhance the seafront in Porthcawl?	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led</p>

			<p>growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
985	Can we have some statues and street art	Statues and street art required	Comments noted. Opportunities to integrate public art will be considered as part of the resident/visitor experience, capitalising on the natural environmental assets of the seafront of Porthcawl such as wind, light, time, movement and tide under the broad concept of 'art and science'.
989	I cannot see how building a supermarket and housing on a prime waterfront area in Porthcawl is going to add and enhance the	Concerns relating to Strategic Allocation PLA1:	Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2:

	<p>surrounding area! It will be another embarrassing ill thought out eye sore. The majority of local residents agree that a supermarket and housing will be a negative impact on the aesthetics of the seafront and creating a building that has a wave on the roof is a poor attempt on trying to 'tie in' a building with its environment. Please look at other Welsh seaside towns to see how a seaside town could and should look!</p>	<p>Porthcawl Waterfront</p>	<p>Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of the proposed foodstore, evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings'</p>
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			<p>as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to “place-making”, taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p>
993	I would prefer to see buildings to be renovated rather than demolished and replaced . I believe this to be more sustainable . I also think that when buildings are left empty for whatever reason they should be maintained and not left to deteriorate which is happening far too often within the county .	Empty buildings should be renovated	<p>Comments noted. The LDP provides the framework for the renovation of existing buildings through the relevant planning policies contained within the plan.</p> <p>Whilst it is beyond the scope of the LDP to maintain empty buildings, the Council has identified empty homes as a potential source of capacity as set out in an Urban Capacity Study 2020 (See Appendix 29). Its recognised that such sites make an important contribution to the overall housing land supply, as such, have contributed to windfall provision as set out in the Deposit Plan (See Table 7).</p>
998	The LDP does not consider people's health and well being unless you are stupid enough to believe that park and ride will work and reduce emissions through less cars. People will use cars. I would love to see the plan for cycle routes because the current one is a shambles. I would like to see the plan for bridle ways to allow horse riders to ride safely but the plan seems to be to shut these down to make way for more future housing. I suspect that the way the houses will be build will be ecologically sound to promote the health and well being of the community. This would meet the criteria but there is not consideration to leisure and active lifestyle that is meaningful and well thought through. There has been no consultation up to now. Plans are being cemented without reading what people have to say. CPO's have already gone out and the consultation process has not been completed. Even Charles Smith is campaigning against his own development plan because he does not want housing in his ward. This is just a money making exercise that is not in the best interest of the community that exists today. This is not about future generations because if it was you would invest in the young and not take all their open space away from them. You	Concerns relating to LDP / Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals. The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p> <p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as</p>

<p>are creating a nightmare to support big cities. This plan is about destruction and manipulation of words to gain grants and funding.</p>		<p>Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of active travel provision, Policy PLA1 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route PORC3 and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps: INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17 and INM-POR-18.</p> <p>Please also refer to Bridgend's Integrated Network Maps (INMs) (https://www.bridgend.gov.uk/residents/roads-transport-and-parking/active-travel-routes/) of which details plans for a network of Active Travel routes and facilities over the next 15 years. Delivery of INM's proposals depend on funding. Also, the INM's proposals are indicative, and may change as schemes develop.</p> <p>In terms of bridleways, I would suggest you contact the Council's Rights of Way Section to resolve queries.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>However, in terms of consultation, it is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p>
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757	NO	No changes proposed	Comments noted.
1002	Salt lake car park proposal would only benefit those who reside there it will not have any other benefit to the people of Porthcawl or tourists. It will only be of benefit to BcBC coffers.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.

			<p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), leisure (preferred use as a hotel) and supporting commercial uses. Car parking will continue to be provided at the Hillsboro car park to the west of the Regeneration Area. Some visitor parking could be introduced as part of the enhancement of the Eastern Promenade. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Additionally, the proposed regeneration will open up a number of opportunities for improving public transport. 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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p> <p>In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
1007	Salt Lake at Porthcawl needs to be community area to attract visitors to our beautiful town. Supermarket should be slightly out of town not prime location.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / supermarket / community facilities	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
1008	I believe that any development which sits within other well established buildings should conform to the same appearance. However, from what I have seen of some	Development should conform with well established	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63).</p>

	local home refurbishments along the promenade in Porthcawl this does not seem to be the case. How can we be sure that design of any new developments will be in keeping with the area.	buildings in Porthcawl	Policy PLA1 will ensure the site's masterplan 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. The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.
101 1	Bridgend Council will only focus on building as many houses as possible on a given space e.g. Salt Lake plans	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The masterplan for Porthcawl Waterfront has adopted a design philosophy of which ensures that development will be higher (and therefore denser) closer to the seafront (particularly toward the west) with lower/less dense development toward the middle, northern and eastern peripheries of the site. The rationale for this is that the seaside frontages of the development are far more capable of accommodating taller structures. It is important to note that the height and numbers of storeys indicated on the plan are a range and include a maximum and will be required to be of exceptional quality to ensure that coastal views are enhanced rather compromised with inappropriate or unattractive development.</p> <p>The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p>
101 4	adding extra houses and taking away the salt lake will not be helping to improve the environment or peoples health or well being , but will be adding extra burdens and stress .	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated</p>

			<p>development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of the potential environmental impact, a Phase 1 Habitat Survey has been undertaken, of which robustly determines what ecology constraints may exist within the site. The findings indicate that the proposed development would not have any adverse impact. Whilst further surveys will be undertaken, the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. The key enabling infrastructure required to facilitate the proposed development includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades
1019	I object to there being no public infrastructure to cope with the present developments as is, let alone any future developments	Concerns relating to infrastructure to support new development	Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
1044	Good design is fundamental when creating places where people want to live, residents should also be accommodated for, our	Leisure facilities should be considered as	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the

	youngsters have no leisure facilities, our teenagers have no amenities, these should be factored into the redevelopment of Porthcawl!	part of Strategic Allocation PLA1: Porthcawl Waterfront	<p>delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of other supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. The key enabling infrastructure required to facilitate the proposed development includes the following key requirements:</p> <ul style="list-style-type: none"> • Coastal defence improvements; • New public open space; • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades
1048	Placemaking is great, when being applied in the right locations. No design concept will work for a large retail outlet on prime tourism land, for example	Concerns relating to supermarket on Salt Lake	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as ‘gateway buildings’ as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to “place-making”, taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p>
1056	We need to see design and restrictions for the proposed development before this is sold off and timescales with penalties need	Need to design and restrictions for proposed development	Comments noted. Policy PLA1-5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such development will deliver a wide range of land uses including affordable housing, education, recreation facilities, public open space, active travel plus appropriate community facilities and commercial uses. A detailed

	to be factored in along with sustainable proposals.		masterplan will need to be developed in line with this and agreed with the Council prior to development commencing. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.
105 6	Good design is NOT erecting as many houses as you can fit into an area. Open spaces must be retained and enhanced. Ancient trees must be left in place and incorporated into the design to encourage wildlife to remain and flourish.	Open space and wildlife must be protected	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
105 8	Young people of Porthcawl are Being priced out of the town.	Porthcawl is unaffordable for young people	Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed

			<p>the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of affordable housing, Policy PLA1 will require the development of Porthcawl Waterfront to incorporate an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% (335 units) affordable housing units to be integrated throughout the development. This level of provision has been informed by an updated Local Housing Market Assessment (LHMA) (See Appendix 23) of which ensures that the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions.</p>
106 2	This is critical and council should be ensuring it is working with the best creatives to make this happen. Porthcawl's whole identity is built around the sea so don't pver develop those prime seafront locations with housing or you will destroy the very thing that drives people to the town. Also, don't forget the role of The Pavilion and cultural events in this.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.

			<p>The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>Furthermore, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
475	<p>A supermarket is not the ideal use of the Salt Lake carpark. Detrimental to the highstreet and depriving tourists of car parking. Not good.</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / supermarket</p>	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as ‘gateway buildings’ as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to “place-making”, taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>In terms of car parking, it’s acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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</p>

			<p>Future Wales Plan. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
1099	<p>The lack of green spaces shown in your LDP indicates that you have paid scant regard to health and well-being of the residents of Porthcawl. With regards to building design, the developers will only be interested in maximising houses upon the available land to attain maximum profit. The latest housing Bellway housing development in Newton is a prime example of this.</p>	<p>Lack of green space shown in LDP for Porthcawl</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p>

			<p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Policy PLA1 will also ensure that green infrastructure is incorporated as an intrinsic element of future detailed proposals across the regeneration area. There are a number of potential options for green infrastructure design that could be incorporated as part of future development within the regeneration area including the following:</p> <ul style="list-style-type: none"> • Create an extensive viable network of green corridors and natural habitat throughout development which connects larger or more expansive open spaces for both people and wildlife designed around existing site assets; • Provide pleasant, safe and linear routes for active travel such as walking and cycling for utility, recreation and health promotion; • Ensure where possible streets and roads are tree-lined or contain soft landscaping appropriate to local character, habitats and species within the area; • Utilise SUDs to provide additional multi use green space and enhance connectivity between habitats for enhanced for biodiversity; • Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the species within the area; • Harvest, store and re-use rainwater in low carbon systems; • Create natural green spaces and wild or free play areas in the urban setting; • Create a network of streets, open spaces and parks, with safe and legible routes linking them to homes and schools; • Enhance the transport system and help reduce effects of air pollution through the provision of verges of priority habitat, hedgerow, wildflower rich or rough grassland; • Provide public access to green infrastructure assets where appropriate; and • Incorporate insect attracting plants, hedgerows, log piles, loggaries and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces.
111 5	<p>I do not approve of any residential buildings on Salt Lake car park or Sandy Bay, I don't approve of the Aldi as it should have been placed in a different location. It will affect the businesses in Porthcawl Town Centre drastically - you should be supporting LOCAL BUSINESSES not foreign ones. Nothing is allocating car parking for the thousands of visitors that come here. Where are they going to park ??? you have not answered this whatsoever. Keep the areas open and pleasant to look at - we need need designs such as Aberavon placed here for our visitors. Nothing in the LDP is creating an amazing seaside resort - open your eyes to what other towns have created - use your imagination - housing is not suitable whatsoever in these locations.</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led</p>

			<p>growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>In terms of the foodstore, evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p>
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			<p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
112 5	Who decides the high quality well thought out design, we havnt seen this in Porthcawl	High quality design not seen in Porthcawl	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>Policy PLA1 will ensure the site's masterplan 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. The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>Design will be assessed and determined as part of a detailed planning application, of which must have regard to the Land Use Framework and Placemaking Strategy developed by the Council.</p>
112 8	Housing should meet the needs of the young and old. Small bungalows with small gardens/courtyards should be considered for over 65year olds. It is always good to have out door space possible around a quadrangle with a community garden in the middle of the quadrangle with seating	Housing needs must meet young and old	<p>Comments noted. In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that site incorporate an appropriate mix of dwelling sizes and types to meet local housing needs (See Appendix 24 – Local Housing Market Assessment), including affordable housing units to be integrated throughout the development.</p>

	outside the front of each house so that you can have a social gathering outdoors in fine weather.		Such requirements will also ensure that green infrastructure and outdoor recreation facilities are delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.
114 1	<p>If the plan is to make Porthcawl a premier seaside destination, resources need to be spent on leisure facilities and spaces to develop small businesses that will attract visitors. The residents of Porthcawl, have for years been asking for a public swimming pool; this would help to achieve SOBJ2 by provide a space to keep fit by swimming. As a regular swimmer, I also know how this helps to develop a social community. It would also reduce travel by car to other pools in the County. There need to be facilities for young people, both visitors and residents, for outside activities. I know that there is great interest in providing a Pump Track in Porthcawl. Surely facilities such as these would help to achieve the above objectives better. The Goodsheds in Barry is a fantastic example of how Porthcawl could provide sustainable, productive and enterprising spaces that would serve both residents and attract visitors. A small coffee shop built from a reclaimed shipping container has recently been set up near the Hi Tide; we are also lucky enough to have a Zero Waste Shop, both of which are excellent examples of sustainability and enterprise, provided by a small local businesses. The Transformation of the Jennings building into a wonderfully sociable, cafe area, with the improved harbour facilities, is another excellent example of the potential of Porthcawl. BCBC needs to provide more spaces for opportunities such as this, to provide services for residents and to attract visitors. Currently, although Salt Lake is not an attractive area, it provides much needed parking space for both visitors and residents, during the peak tourist season and for events such as the Elvis Festival, the Bonfire Night Fireworks display and the Porthcawl 10k. There must be much more consideration given to this issue. With the advent of electric cars, it is unlikely that we, as a nation, will give up our independent means of transport; the parking issue will</p>	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p>

<p>not go away. If parking space is reduced in the town centre, there will likely be increased congestion in residential areas and on the remaining open spaces, as was the case with parking on Locks Common in the recent spell of hot weather; this is clearly contradictory to SOBJ4, particularly with regard to the wildlife that inhabits the grassland. The idea of a Park and Ride outside Porthcawl, does not appear to take into account the volume of traffic it needs to accommodate, further this is not an appealing option for visitors to Porthcawl, who are likely to still want to park nearer the beaches. With reduced parking spaces, parking will be an issue for residents too, as they jostle with visitors for spaces. We might find ourselves in a ridiculous situation, when in summer months, residents have to drive out to the park and ride, in order to park to use town centre facilities! A solution to this could be to build housing on the land earmarked for the Park and Ride (which will doubtless be more affordable than housing built on the seafront) and invest in leisure facilities, cafe culture, small businesses and parking in the town. If Porthcawl is to become a premier tourist destination, it needs investment as a tourist destination, not a housing development. In my opinion, thought should also be given to providing more upmarket tourist facilities. We have wonderful facilities for tourists in Trecco Bay and such visitors are “bread and butter” for many local businesses, but it would be good to see other types of visitors catered for. It seems to me that although making Porthcawl an premier seaside resort, is stated as a goal, there is precious little of substance in the proposed plans. I would like to see a Tourism Strategy for Porthcawl along side the proposed development plans. Past planning decisions for Porthcawl town have made me very sceptical of the BCBC planning department. Take for example the hideous “Bottle Bank” which replaced the Esplanade Hotel, and the awful and incongruous extension to “The Rest”. I am concerned that there will be an influx of flat roofed apartment blocks</p>		<p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>In terms of transport, whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of car parking, it’s acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car park enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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. As such, a new ‘bus terminus’ may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p>
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	that will completely change the character of the town.		
1177	more traffic on overcrowded roads building houses with no gardens especially after taking away green spaces	Concerns relating to traffic / green spaces	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>In terms of road infrastructure, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment has been</p>

			undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.
125 5	in theory a good idea	No changes proposed	Support noted.
126 0	This is never done with Porthcawl's welfare at heart. More thought is required rather than a quick fix and council tax hikes. Speak to us, consult with us, with adults and youth alike.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the</p>

			<p>LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS.</p>
126 3	<p>I agree with this. I think the look and aesthetics of an area are important and Porthcawl desperately needs improving. I think projects such as the good sheds in Barry or the boneyard could be looked to as inspiration for what Porthcawl could do. I also feel that sustainable building of homes and eco homes would be a good idea - make Porthcawl a paragon in the area of green living and an aspirational place to make a less wasteful life. Rather than go down the bog standard glass and metal supermarket road.</p>	<p>No changes proposed.</p>	<p>Support noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p>
126 8	<p>In order to improve the environment, you don't keep building! Stop building on green spaces. Any build must be environmentally friendly!! Building all over salt lake and destroying the view/ taking away the beauty of the seafront is detrimental to everyone's well being. Also.. where will the hundreds of cars park? An out of town park & ride would be a better plan. But you also have to consider that removing camp sites means people just camp on Newton dunes / rest bay/ sker and locals have to walk through human excrement, as well as picking up the rubbish left behind. How is any of that good for residents health & well being. The roads are not fit for purpose anymore, they can't cope with the tourists. Therefore adding even more houses and people and cars will make it all much worse. Please realise we don't want your plans. And we need and deserve a bigger and much longer consultation. One that makes more sense!</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the</p>

			<p>Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>The Council have commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>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. As such, a new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region Metro Plus project and is seen as a key element of the wider regeneration plans.</p> <p>Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also</p>
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			<p>be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of road infrastructure, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS.</p>
1498	<p>I cant find anything in the massive jargon-ridden, buzzword-tastic document that specifies that housing will be built using ecologically safe and traditional design. It will end up more Wimpey-esque breezeblock rabbit hutches which are, inevitably prone to flooding in 10-20 years time, whereas natural land absorbs floods.</p>	<p>Document is jargon-ridden</p>	<p>Comments noted. The Plan has to be prepared in the context of national legislation and guidance and has to be informed by an evidence base comprising of background papers and other technical documents. The written statement has been written with the aim of being understandable and not too technical or jargonistic but its content must reflect the fact that it is a land use plan. The Plan has been accompanied by an easy read summary leaflet, and the opportunity for telephone calls on an appointment basis where Officers were on hand to help talk interested persons through the Plan, its policies and proposals and how to comment. All Local Development Plan documents were available in main libraries throughout the County Borough in addition to the Civic Offices via appointment. Guides on how to comment and register were available online. Additionally, the phone lines were manned between the hours of 9am-5pm weekdays to provide assistance. The Local Development Plan has to be written in a particular style to meet the guidance set out in the LDP regulations manual.</p> <p>In terms allocated Strategic Development Sites, Policies PLA1-PLA5 (See Page 62) detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Furthermore, please see Deposit Plan Appendix 5: Implementation and Delivery Appendix of which sets out the key issues, constraints, phasing and mitigation measures which are required to deliver proposals in the LDP. It comprises a brief description of the key sites, together with an overview of site specific delivery and implementation issues, including site constraints (e.g. flooding), necessary mitigation / compensation measures and policy/ s106 obligations/ infrastructure requirements.</p>

			This information will clarify the infrastructure requirements of key sites and alert potential developers in respect of expectations when bringing forward sites at the planning application stage with all relevant information known.
149 9	The recent NRW report on the State of Natural Resources (January 2021) highlights the need for setting aside more space for nature.	Setting aside more space for nature required	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
150 1	Porthcawl residents both current & future need leisure + sport facilities, there is no direct provision for this. Desirable residential locations build & enhance natural features, in order to attract the 'skilled workforce' + tourists you seek you need to make the town + environs attractive to all - young + old alike.	Porthcawl needs leisure & sports facilities	<p>Comments noted. As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>With regards to leisure, an area north of the marina within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction.</p> <p>In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Furthermore, Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including</p>

			Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).
150 2	Frankly, if your planning department are accepting that over one thousand homes can be constructed with quality, in a footprint barely suitable for half that number, they should be ashamed. Previous concentrated builds in the town have little or no soundproofing, poor car parking facility and doubtful privacy. This smacks of money talking.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl’s role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p>
150 6	Finished housing development often detract from the initial visuals providing bland designs - Meadow Lane flats do not look as good as was promised. They have provided trees and parking which is excellent.	Housing development should be of high-quality design	Comments noted. All development will be required to comply with Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60), whereby development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment. As such future planning applications will be required to be supported through the submission of appropriate design and technical information to demonstrate compliance with the criteria set out by Policy SP3. Such criteria includes having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape

			<p>character; be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.</p> <p>Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out by Policies PLA1-5 (See Page 62).</p>
150 7	<p>Good design is always important and should be in-keeping. However, I cant see how building more houses will improve the environment and peoples health and wellbeing. It will just make the residents unhappy with the proposals, with no consideration.</p>	<p>Building more houses will not improve environment or peoples health and well-being</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p>

438	a transfer scrapige scheme. swapping fossil fuel for green technologies . money given to transfer as an incentive (the rate payable for debate)	Support green technology	<p>Comments noted. The Council recognises the significant role of renewable energy has to play. The Council has undertaken a Renewable Energy Assessment (See Appendix 17). The Assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. A number of technologies have been considered, including, wind energy, ground mounted solar pv, biomass energy, energy from waste, hydropower energy and building integrated solar pv.</p> <p>The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p>
439	Make sure you don't build housing estates without local amenities, ie, food shop, bus stops etc...	Support new housing with amenities	<p>Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
441	See previous comment.	No changes proposed	<p>Comments noted.</p>
442	Yes,stop going with the most fanciful and expensive ideas.keep it down to earth and practical	Keep it down to earth and practical	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p>
444	What will the travelers bring to the environment? Looking at other areas crime as gone up plus the mess they make	Concerns regarding travellers	<p>The Council has a statutory duty to carry out an assessment of the accommodation needs of Gypsies and Travellers under Part 3 of the Housing (Wales) Act 2014 and to meet any identified need for additional pitches under section 56 of the Mobile Homes (Wales) Act 2013. PPW also clarifies that “where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met” (para 4.2.35). When the GTAA was completed, the total estimated pitch provision needed for Gypsies and Travellers was 7 pitches up until 2033. Since then, one family has met their accommodation needs on an existing authorised site, leaving a remaining need for six pitches over the Plan period. This need stems from two families (i.e., three pitches per family). One of these families has recently received planning consent to intensify their existing site and meet their accommodation needs (planning application P/21/677/FUL refers). This leaves a remaining need for 3 pitches, which the Council considers can be appropriately accommodated by the original proposed allocation at Court Colman (SP7(1)), which is already in the family’s ownership. As such, the other proposed allocation at Bryncethin (SP7(2)) is no longer considered necessary and has been removed from the Replacement LDP. Refer to the Gypsy and Traveller Site Options Background Paper.</p>
446	In the case of increased traffic and traffic flow that goes against improving the environment, and air quality which does not improve health and well being	Concerns regarding traffic	<p>Comments noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p>

			<p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p>
447	<p>Respect the history of older buildings and enhance them rather than demolish and rebuild. Space is important, some houses are too small and can impact on someone's mental health so some outside space is useful. This needs to be thought out when building apartments. A space that is maintained regularly so that people are able to breathe, mix and relax. Avoid flood risk areas. Ensure the environment is considered and what we will be losing</p>	<p>Respect the history of older buildings and enhance them rather than demolish and rebuild. Protect the environment</p>	<p>Comments noted. The Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p> <p>In terms of open space, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p>

			<p>With respect to flood risk, the Council has prepared a Strategic Flood Consequences Assessment (SFCA) of which creates a strategic framework for the consideration of flood risk when making planning decisions. It has been developed in accordance with Technical Advice Note 15 – Development & Flood Risk (TAN15), as well as additional guidance provided by Natural Resources Wales (NRW).</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
448	Again, this project goes against any environmental considerations but focusses instead on money making goals	This project goes against any environmental considerations but focusses instead on money making goals	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals. Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
396	see earlier comments	No changes proposed	Comments noted.

450	Possibly sprucing of terraced housing - grants available to take off the pebble dash - covering the Welsh stones.	Sprucing of terraced housing	Comments noted. Unfortunately, it is beyond the scope of the LDP to provide external improvements to existing housing within the County Borough.
452	Tidy and redesign existing buildings areas	Tidy and redesign existing buildings areas	Comments noted. Unfortunately, it is beyond the scope of the LDP to redesign existing building areas.
456	Whoever has written this obviously knows nothing or very little about the area.	Whoever has written this obviously knows nothing or very little about the area	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in the context of a wide range of plans, programmes and strategies at a range of spatial scales.</p> <p>Such plans include Planning Policy Wales (PPW) of which sets out the land use planning policies and overarching sustainable development goals for Wales, revised to contribute towards the statutory well-being goals of the Well-being of Future Generations Act.</p> <p>The Replacement LDP has also been prepared in line with the Councils Corporate Plan (2018-2033). The LDP will contribute significantly to the outlined priorities, particularly helping to promote a successful, sustainable and inclusive economy that will be supported by a skilful, ambitious workforce.</p> <p>Furthermore, the revised LDP has been prepared in line with the Bridgend Public Services Board Local Well-being Plan (2018-2023). The revised LDP will be an integral means of maximising the well-being of Bridgend County Borough's residents and its communities, thereby ensuring that the four objectives are balanced and integrated into the core of the Plan, whilst shaping each stage of plan preparation.</p>
459	How can masses of extra homes and take away our green areas help our health and well being, we are having to walk on busy roads now instead of beautiful green fields	Concerns with level of growth and loss of green fields	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p>

			<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>In terms of open space, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINC. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
460	There are already too many houses and the local road's are already busy along with doctors and dental practices overflowing which is not good for the wellbeing of the local residents.	Concerns regarding infrastructure	<p>In terms of road infrastructure, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>In terms of other supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development</p>

			of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
461	Have not seen any good examples of well designed private development apart from clear examples of greed from developers squeezing as many properties per acre as possible, eg, Parc Derwen Housing area	Have not seen any good examples of well designed private development	<p>Comments noted. Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements including a series of masterplan development principles and development requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process.</p> <p>Such development must accord with a list of placemaking principles and requirements, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. The Council will require the preparation of a masterplan of which will need to be agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner. This will be facilitated through the provision of affordable housing, on-site education provision, public open space, appropriate design, layout and densities in addition to active travel provision.</p>
462	Green areas are vital not only to our Community but to the planet. Any design involves building and reducing these areas.	Green areas are important	<p>Comments noted. As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
463	This would be a disgraceful use of this greenfield land. The recent pandemic had demonstrated how important such land is - for many it was the only place to escape their homes during the lockdowns. Please do not allow one of the last fee pieces of natural beauty around Laleston to be lost.	Concerns regarding Strategic Allocation PLA3: Land West of Bridgend	The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.

			<p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
464	A large development like this will require lots of infrastructure, like roads, schools, medical access etc. I don't believe this patch of land could sustain such a huge input of people in need of these services. The amount of extra vehicles on their own will lead to congestion and air pollution.	Large development will require a lot of infrastructure	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
466	Why build more when broadlands hasn't been adopted or suitably maintained?	Why build more	Comments noted. The LDP will provide the framework for maintenance. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and

			<p>employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>
468	Yes. The proposed gypsy traveller site in bryncethin. I think this is going to have a significant affect on my newly build house resulting in the deflation in the cost of our home that we have worked hard for.	Concerns relating to Gypsy, Traveller and Showpeople allocation SP7(2) Land adjacent to Bryncethin Depot	<p>The Council has a statutory duty to carry out an assessment of the accommodation needs of Gypsies and Travellers under Part 3 of the Housing (Wales) Act 2014 and to meet any identified need for additional pitches under section 56 of the Mobile Homes (Wales) Act 2013. PPW also clarifies that “where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met” (para 4.2.35). When the GTAA was completed, the total estimated pitch provision needed for Gypsies and Travellers was 7 pitches up until 2033. Since then, one family has met their accommodation needs on an existing authorised site, leaving a remaining need for six pitches over the Plan period. This need stems from two families (i.e., three pitches per family). One of these families has recently received planning consent to intensify their existing site and meet their accommodation needs (planning application P/21/677/FUL refers). This leaves a remaining need for 3 pitches, which the Council considers can be appropriately accommodated by the original proposed allocation at Court Colman (SP7(1)), which is already in the family’s ownership. As such, the other proposed allocation at Bryncethin (SP7(2)) is no longer considered necessary and has been removed from the Replacement LDP. Refer to the Gypsy and Traveller Site Options Background Paper.</p>
470	As long as the natural beauty in Bridgend is not destroyed for greed	As long as the natural beauty in Bridgend is not	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape</p>

		destroyed for greed	areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.
472	Having travellers in village won't improve the environment	Concerns relating to Gypsy, Traveller and Showpeople allocation SP7(2) Land adjacent to Bryncethin Depot	The Council has a statutory duty to carry out an assessment of the accommodation needs of Gypsies and Travellers under Part 3 of the Housing (Wales) Act 2014 and to meet any identified need for additional pitches under section 56 of the Mobile Homes (Wales) Act 2013. PPW also clarifies that "where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met" (para 4.2.35). When the GTAA was completed, the total estimated pitch provision needed for Gypsies and Travellers was 7 pitches up until 2033. Since then, one family has met their accommodation needs on an existing authorised site, leaving a remaining need for six pitches over the Plan period. This need stems from two families (i.e., three pitches per family). One of these families has recently received planning consent to intensify their existing site and meet their accommodation needs (planning application P/21/677/FUL refers). This leaves a remaining need for 3 pitches, which the Council considers can be appropriately accommodated by the original proposed allocation at Court Colman (SP7(1)), which is already in the family's ownership. As such, the other proposed allocation at Bryncethin (SP7(2)) is no longer considered necessary and has been removed from the Replacement LDP. Refer to the Gypsy and Traveller Site Options Background Paper.
473	I object to the proposed site being used.	Objection to Strategic Allocation PLA3: Land West of Bridgend	<p>Objection noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined</p>

			<p>based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
474	To many houses and traffic	Too many houses and traffic	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised. The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>

			<p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
475	Having searched for a property in Bridgend four years ago, the placemaking of Broadlands is much preferable to Derwen.	The placemaking of Broadlands is much preferable to Derwen	<p>Comments noted. Strategic site allocations identified by policies PLA1-PLA5 (See Page 62) detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport uses, whilst reducing private motor vehicle dependency. Other requirements will include creating multi-functional green infrastructure that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be emphasis on retaining existing trees and hedgerows within public realm, incorporating appropriate landscaping, and protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing. Buildings will be required to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety.</p>
477	A major part of people's health and well-being is maintaining green open spaces.	A major part of people's health and well-being is maintaining green open spaces	<p>Comments noted. As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites</p>

			retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.
479	There are new homes being built everywhere. Not sure why more are needed. This would cause increased and unmanageable traffic throughout Laleston, Broadlands and Park Street! Driving through park street during rush hour and can take up to 25 minutes at the best of times due to the volume of traffic	Concerns regarding level of housing / traffic	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The</p>

			<p>technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>In terms of Land West of Bridgend, the proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures,</p>
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			<p>road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, 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 ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-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 4vehicles 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 a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p>
482	No mention of affordable!	No mention of affordable housing	<p>Comments noted. The Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). This assessment has informed the Replacement LDP to ensure the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions.</p> <p>While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment (See Appendix 19) and Spatial Strategy Options (See Appendix 43) Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.</p> <p>The LDP is one significant means of addressing this shortfall, although it must be recognised that its policies and allocations are not the only mechanism to deliver affordable housing. The Plan-Wide Viability Assessment (2021) (See Appendix 32) was therefore prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site specific viability testing for those sites key to</p>

			<p>delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>During the plan period, development proposals within the LDP are expected to deliver a total of 1,646 affordable dwellings across the County Borough in order to contribute to the level of housing need identified by the LHMA. The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP.</p>
485	<p>This development will encroach on the lanes and fields that we have enjoyed walking on during covid. A large area of that country side has already been taken away from us by the development of houses at the bottom of our street . Our walking areas are getting smaller and smaller and our wooded areas disappearing fast.</p>	<p>Concerns regarding Strategic Allocation PLA3: Land West of Bridgend</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>

			<p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
486	<p>Innovative design and construction is much needed in Bridgend. For a town so large we have very few notable landmarks.</p>	<p>Innovative design and construction are much needed in Bridgend. Very few notable landmarks in town</p>	<p>Comments noted. SP3: Good Design and Sustainable Place Making will ensure that all development contributes 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. Planning applications must satisfy criteria a) to n) of SP3.</p> <p>Whilst it beyond the scope of the LDP to construct new landmarks, the Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy DNP10 (See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses. Development Management Policy DNP11 (See Page 213) ensures that development within or adjacent to a conservation area will only be permitted if it would preserve or enhance the character and appearance of the conservation area or its setting.</p>
489	<p>I can't see how this development will improve people's lives. Health wise it will cause more problems until its built and you take away the only place people unwind go for walks ect for their wellbeing.</p>	<p>Concerns regarding Strategic Allocation PLA3: Land West of Bridgend</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised. The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables</p>

			<p>sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
493	won't happen	Won't happen	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p>
497	No room	No room	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables</p>

			<p>sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>
498	local infrastructure must be improved to match traffic generated by additional housing	Local infrastructure must be improved	<p>Comments noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p>
499	How will an international multi-chain supermarket 'support a sustainable community'? Surely it will create the exact opposite effect and desimate the town centre? In what way does the 'dropping' of an Aldi on a beautiful coastline 'improve the environment'?	Concerns regarding proposed foodstore in Porthcawl	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p>

			<p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as ‘gateway buildings’ as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to “place-making”, taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
501	Sustainable designs on a seafront is indeed essential so a supermarket will not workz	Concerns regarding proposed foodstore in Porthcawl	<p>Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as ‘gateway buildings’ as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to “place-making”, taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
502	I wholeheartedly agree with this concept.	No changes proposed	Support noted.
507	Salt lake should not be used for residential housing, it should be recreational use. The	Salt lake should not be used for	Comments noted. As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use

	<p>land behind sandy Bay should be focused on residential use</p>	<p>residential housing, it should be recreational use</p>	<p>scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation identified within SP2. Delivery of the site will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
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508	No Aldi which will spoil a unique beautiful area	Concerns regarding proposed foodstore in Porthcawl	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as ‘gateway buildings’ as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to “place-making”, taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
510	Policies are created for the benefit of BCBC & not the people of the town.	Policies are created for the benefit of BCBC & not the people of the town	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The key issues and drivers intended for all residents within the County Borough have been identified through the Replacement LDP preparation process have directly informed the development of the LDP Vision, Objectives and Deposit Plan. The key issues and drivers set out in this section have been identified from this Strategic Context and following a review of baseline social, economic and environmental information; the results of consultation; and the Sustainability Appraisal (Strategic Environmental Assessment). This analysis provides a clear picture of the social, economic and environmental issues which need to be addressed through the LDP process.</p> <p>The LDP sets out overarching vision to ultimately define what the LDP is working towards. The LDP Vision has been developed to take into account the Bridgend Local Well-being Plan with the specific characteristics and key issues affecting the County Borough.</p>

			<p>The LDP Vision will be delivered through the achievement of 4 Strategic Objectives which will be underpinned by 35 Specific Objectives. These seek to reflect updated national policy and legislation and address the issues facing the County Borough. The Strategic Objectives have been defined to reflect identified key issues, align with national policy and ensure an appropriate balance between the different elements of sustainability. They are cross-cutting in their nature and also cross-reference the goals and objectives of the Well-being of Future Generations (Wales) Act 2015 and Bridgend Local Well-being Plan (LWBP). Acting together, the Vision and Strategic Objectives provide an overarching framework to underpin all other components of the Replacement LDP.</p> <p>In turn, the Vision and 4 Strategic Objectives are supported by 35 Specific Objectives. These have been devised to create the right conditions to address the various social, cultural, environmental and economic well-being outcomes. The objectives will also form part of the basis for monitoring the implementation of the Plan, once adopted and operational.</p>
512	From historic decision making this council has no vision and is unable to think outside the box .. do what you have always done and you will get what you have always got . !! Research other successful countries ? Be innovators not destructive	Lack of vision	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
513	Placing a foodstore and a housing estate on a prime seafront location in a tourist town is not 'placemaking'. Absolutely no vision	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside</p>

			<p>all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p> <p>As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation identified within SP2. Delivery of the site will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further</p>
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			<p>enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p>
514	<p>I do not see plans to provide improvement of the layout and structure of the road networks in Porthcawl. The people of Porthcawl's environment and wellbeing do not seemed to be a factor in the plan. Traffic and noise pollution is increasing in Porthcawl but other areas seem to take priority.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / traffic</p>	<p>Comments noted. As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation identified within SP2. Such requirements include on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. New routes should also be provided to accord with the proposed routes within the Council's Active Travel Network Maps (See Appendix 29). Development will also be required to provide a new roundabout and link road to enable access to the Sandy Bay development parcels; an emergency access through Dock Street and Sandy Lane; off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>A Porthcawl Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>The Council has undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region 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.</p> <p>The allocation of the site in the existing LDP is supported by evidence found in the following documents:</p> <ul style="list-style-type: none"> • Porthcawl Regeneration Transport and Access Strategy 2007; and • Porthcawl Waterfront Visitor Parking Strategy 2007. <p>To support the allocation of the site in the Replacement LDP, Jacobs UK Ltd reviewed the above documents to determine whether the transport impacts of the current proposals are likely to be comparable in scale to those allocated in the existing LDP and updated the findings where it was considered necessary. The comparative assessment included an analysis of future trip generation predicted in 2007, with actual traffic flow counts undertaken in 2019. It also assumed a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1,115 residential units identified in the Deposit LDP Consultation Document. Despite</p>

			<p>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.</p> <p>Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
515	<p>Yes, I believe the council should hold real life meetings with scale models of their plans. How things will actually look if their planned changes are made. Reasons outlining the benefits for the communities should be given as well as the potential negative implications. And then those that will be affected (positively or negatively) should be able to have an open forum a number of times before final decisions are made. It feels that a lot of sneaking around is happening rather than transparency.</p>	<p>The council should hold real life meetings with scale models of their plans</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation and to enable the public to have their say in order to deliver the best outcomes for the County Borough.</p>
518	<p>Let's be respectful of local heritage and I lace names as we develop- no loss of Welsh place names please. Let's also build in facilities for different mobilities.</p>	<p>Be respectful of local heritage / build in facilities for different mobilities</p>	<p>Comments noted. Whilst it beyond the scope of the LDP to implement and control street names, the strategy recognises that the County Borough has a rich and diverse built heritage and historic environment. As such Strategic Policy 18 (See Page 208) and supporting development management policies will ensure that development proposals must protect, conserve, and, where appropriate, promote or enhance the significance of historic assets.</p> <p>One important element of Sustainable Placemaking involves taking steps to safeguard and grow the use of the Welsh Language. Local level data does not identify any particular settlement with a notable concentration of Welsh speakers and therefore a specific Welsh language policy is not deemed necessary as part of the Plan. However, consideration of and appropriate provision for facilitates to support the Welsh Language has been factored into different thematic policies relating to tourism (SP16 – See Page 177), conservation (SP18 – See Page 208) and social and community infrastructure (SP9 – See Page 121).</p> <p>In terms of new builds with accommodating facilities for different mobility's, the Local Housing Market Assessment (LHMA) (See Appendix 24) facilitates a detailed understanding of the nature and level of need for market and affordable housing in the County Borough, which can be used to inform the authority-wide target for affordable housing in the LDP. The settlement specific evidence outlined in the LHMA will also prove fundamental in identifying how planning contributions will help meet this target alongside other sources of affordable housing delivery. The data will inform the appropriate mic of dwellings for new developments, particularly the types of affordable housing in short supply.</p>

			<p>The LHMA shows only a small need for accessible and older persons' accommodation. Nevertheless, this should not be overlooked as these groups can often be in acute housing need. The LHMA also states that consideration also needs to be given to how well the current supply of housing for older people meets the changing needs and aspirations of this group and there is undoubtedly need to continue diversifying the market, including the provision of level access flats, bungalows, extra care schemes and moderately priced later living schemes.</p>
519	You could keep the town and local shops sustainable by not introducing a large scale supermarket to an already dying town.	Concerns regarding proposed foodstore in Porthcawl	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
521	a concept doesn't always flow through with good living conditions	A concept doesn't always flow through with good living conditions	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>

			<p>Strategic Policy 3: Good Design and Sustainable Place Making (See Page 60) will ensure that 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. Planning applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to n).</p> <p>Furthermore, policies PLA1-PLA5 (See Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include a number of masterplan development principles in addition to development requirements. These detailed Thematic Policies are set within the context of SP3 and will enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) 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. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
526	All Aldi stores look the same. It forms part of the brand. There is no thought given to the locality of the stores and how they fit within that environment and setting. There will also be an increase in the volume and flow of traffic near to key family areas adding to pollution and traffic congestion in an already busy location.	Concerns regarding proposed foodstore in Porthcawl / traffic	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
527	well and good but not necessarily what is being delivered by the current schemes, insensitive to local pre-existing inhabitants,	Concerns regarding	Comments noted. Strategic site allocations identified by policies PLA1-PLA5 (See Page 62) detail the site-specific requirements including masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation

	and straining beyond reason the local resources such as health and education	deliverability and infrastructure	<p>process. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport uses, whilst reducing private motor vehicle dependency. Other requirements will include creating multi-functional green infrastructure that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be emphasis on retaining existing trees and hedgerows within public realm, incorporating appropriate landscaping, and protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing. Buildings will be required to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
529	"beyond aesthetics to include the social, economic, environmental and cultural aspects of development". This statement is copied directly from your Good Design and Sustainable policy above. Introducing an Aldi to an area with such potential will be detrimental in the long run to the social, economic, environmental and cultural aspects of Porthcawl's Seafront. This really needs to be re-considered with a broader mindset. Please consider what this Aldi will look like, feel like in 20 years. There are so many other locations that this Aldi can be situated, thus brining the economic benefits and job prospects to the town that Im sure Aldi will do. But lets re-think the saltlake space in the terms of the design and sustainable placemaking policies the Deposit Replacement LDP are pushing to ahchieve.	Concerns regarding proposed foodstore in Porthcawl	<p>Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans. However, it is important to note that the proposed foodstore will be subject to a future planning application.</p>
530	The estate would be another crammed in monstrosity - people would live in crowded "hutches"	Concerns regarding overcrowding	<p>Comments noted. All development will be required to 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 as set out by Strategic Policy 3: Good Design and Sustainable Place Making. Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. Development will be required to be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.</p>

			<p>Additionally Policies PLA1-PLA5 detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. A key requirement of all sites will be to provide an appropriate density, with a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p>
533	<p>Development at Porthcawl has to be inkeeping with the overall appeal of a waterfront in regards to style, size & materials as PLA1 will be a landmark development that has to be future proof for future generations. New roadways , paths have to address the volumes of traffic, simply building around the current infrastructure is not acceptable. The Portway link to Harbour should be sacrificed allowing more space for development. Is the dual carriageway actually needed ? Could space be utilised for carparking ?</p>	<p>Strategic Allocation PLA1: Porthcawl Waterfront has to be in keeping with the waterfront</p>	<p>Comments noted. As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised brownfield site occupying a prominent seafront position. The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 dwellings with associated facilities, including tourism, open space, leisure, retail, a bus terminus and community provision. Policy PLA1 details the site-specific requirements including masterplan development principles and development requirements to enable its implementation, in accordance with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within SP1 and allocation identified within SP2. Delivery of the site will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p>

			<p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>Proposals for the Porthcawl Waterfront Regeneration site are currently being developed further as part of a 'Placemaking Strategy' that represents a form of sub area masterplanning supported by illustrative design material. This will provide a coherent basis for guiding development, securing future funding, attracting investors and delivering a comprehensive range of regeneration projects. I urge you to participate in the public engagement events being facilitated by Austin-Smith: Lord. In addition, any future development proposals for this site will be subject to a formal planning application where you can also have your say.</p> <p>In terms of transport, the allocation of the site in the existing LDP is supported by evidence found in the following documents:</p> <ul style="list-style-type: none">• Porthcawl Regeneration Transport and Access Strategy 2007; and• Porthcawl Waterfront Visitor Parking Strategy 2007. <p>To support the allocation of the site in the Replacement LDP, Jacobs UK Ltd reviewed the above documents to determine whether the transport impacts of the current proposals are likely to be comparable in scale to those allocated in the existing LDP and updated the findings where it was considered necessary. The comparative assessment included an analysis of future trip generation predicted in 2007, with actual traffic flow counts undertaken in 2019. It also assumed a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1,115 residential units identified in the Deposit LDP Consultation Document. 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.</p> <p>Policy PLA1 ensures that development of the site will require a new roundabout and link road to enable access to the Sandy Bay development parcels. Highway improvements will also be required to ensure that the principal point of vehicular access for a foodstore is off the Portway roundabout. Off-site highway improvements will also be required of which they must have regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>In terms of further supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. The key enabling infrastructure required to facilitate the proposed development includes the following key requirements:</p> <ul style="list-style-type: none">• Coastal defence improvements;• New public open space;• Drainage infrastructure;• New road and roundabout;• Active travel improvements;• Education provision; and• Utility connections and upgrades.
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			<p>In terms of car parking, it's acknowledged that a sound and robust parking strategy will be critical to the success of the regeneration. As part of the strategy, the site will accommodate a new multi storey car park on the existing Hillsboro car par enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.</p> <p>A new 'bus terminus' may also be located along the Portway of which will function as a boulevard where visitors and locals could arrive at, and depart from the regeneration site and town centre. The location of the bus terminus will enable access towards the waterfront and also the town centre. The Council has also undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region 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.</p> <p>The Council have also commissioned consultants to undertake a Landscape/Seascape and Visual Appraisal of the proposed regeneration. The appraisal assesses the proposed land use, storey height and density parameters. The assessment concludes that the development would not have an adverse impact on the Landscape/Seascape of Porthcawl, subject to appropriate design responses being incorporated at detailed design stage. The assessment recognises that the development offers to impose a dramatic and positive change across an extensive area, replacing areas of dereliction with new or enhanced accessible open spaces and high-quality buildings and facilities. Further detailed assessments and considerations will be undertaken, in order to influence the design of the development, including a detailed landscape and visual assessment that will assist in identifying detailed mitigation of adverse effects.</p> <p>Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
378	<p>When applied to the proposals for Porthcawl these policies are a complete and utter joke. The aim of filling two of the major seafront areas of the town with housing and a supermarket whilst sidelining the critical areas of exercise and leisure is a travesty.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land.</p>

			<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and employment provision in the context of its existing population base.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Porthcawl Waterfront, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active travel links plus education, retail and community facility provision.</p> <p>A Placemaking Strategy has been developed and produced of which provides the framework to deliver the broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical development of the waterfront in this manner will improve the attractiveness of the town as a place to live and work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader settlement of Porthcawl to thrive and prosper.</p> <p>In terms of Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.</p> <p>Mixed-use development will be encouraged throughout the development. Commercial units will be considered on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening.</p> <p>Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of open space and recreation, it's acknowledged that such provision is considered important for health and well-being, therefore the development should aim for standards in excess of the minimum. In terms of open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor</p>
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			<p>Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building which will feature new premises suitable for retail and start-up enterprises. The council also wants to create new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure capable of providing comfortable outdoor shelter from rain and the sun.</p> <p>Strategic Policy 16: Tourism and supporting development management policies will promote tourism development. The LDP will also provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30).</p> <p>Proposals for the Porthcawl Waterfront Regeneration site are currently being developed further as part of a 'Placemaking Strategy' that represents a form of sub area masterplanning supported by illustrative design material. This will provide a coherent basis for guiding development, securing future funding, attracting investors and delivering a comprehensive range of regeneration projects. I urge you to participate in the public engagement events being facilitated by Austin-Smith: Lord. In addition, any future development proposals for this site will be subject to a formal planning application where you can also have your say.</p> <p>In terms of the proposed foodstore, evidence confirms (See Appendix 16 – Retail Study) that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs.</p> <p>Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans. However, it is important to note that the proposed foodstore will be subject to a future planning application.</p> <p>Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be</p>
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			incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that development of Porthcawl Waterfront with its proposed range of land uses will likely produce a wide range of significant beneficial effects.
535	to be agreed with residents	Needs to be agreed with residents	<p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS. These methods included:</p> <ul style="list-style-type: none"> • A Legal Notice placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents were made available online via Bridgend County Borough Council's Website. Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel St, Bridgend, though by appointment only as the offices had not re-opened to the public. Hard copies of the survey form were also made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able to request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the Deposit Plan to cover printing and postage costs. • Every individual and organisation on the LDP Consultation Database was notified by letter or email to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. This included all Bridgend CBC Councillors, Town & Community Councils and local MPs and Members of the Senedd. As the consultation progressed, additional representors were informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in the County Borough. • A comprehensive social media plan was devised. A series of social media posts were released on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face-to-face public drop-in sessions, representors were able to book one-to-one telephone appointments with planning officers to discuss any queries/concerns they may have had. • Posters were sent to all Town and Community Councils to display on their notice boards as a means of supplementing the planned engagement activities.

			<p>All formal representations made on the Deposit Plan have been published and responded to in this report. This is a legislative requirement as set out in LDP Regulation 22(2). This report will become a key document that summarises the key issues raised throughout the process, including the representations made and recommendations as to how the Local Planning Authority considers each representation should be addressed. Amendments to the Deposit Plan can be made after the public consultation and prior to being reported to full Council to seek approval to submit the plan to Welsh Government for independent examination in public (EIP). In addition, full Council will also need to formally adopt the plan post the EIP.</p>
538	<p>Again as per my last comment, "Morgans Meadows" is already overcrowded with people parking on Pavements (Walkways), roads are narrow, pavements are even narrower, no green spaces, so where or who is taking responsibility for the Design and context of the new developments??</p>	<p>Concerns regarding infrastructure</p>	<p>Comments noted. In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport uses, whilst reducing private motor vehicle dependency. Other requirements will include creating multi-functional green infrastructure that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be emphasis on retaining existing trees and hedgerows within public realm, incorporating appropriate landscaping, and protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing. Buildings will be required to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety. Additionally, outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>The Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>Policies PLA1-PLA5 also detail the on-site and off-site highway mitigation measures and improvements required to be funded by developers. On-site and off-site measures will also be required to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design.</p> <p>Furthermore, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
540	<p>Yes.....place it somewhere else, bloody madness.</p>	<p>No changes considered necessary.</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most</p>

			<p>appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>
541	<p>Building 700 houses in Pencoed is putting a huge strain on an already exhausted infrastructure. Taking away green space will damage people's health and well-being. Not only are the spaces used recreationally, but just living somewhere where there is green space benefits residents. People did not move the Pencoed because they wanted to live in a city, but that is the way it is heading. You will be damaging people's lives, not improving them.</p>	<p>Concerns regarding Strategic Allocation PLA4: Land East of Pencoed</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering</p>

			<p>development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land East of Pencoed, Policy PLA4 sets out the site-specific requirements including masterplan development principles and development requirements. The site will deliver circa 770 homes (20% affordable housing), incorporating a new 1.5 form entry primary school, recreation facilities, public open space, active travel provision plus appropriate community facilities and commercial uses. Requirements will also ensure that the site retains and provides suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
543	<p>In my opinion, it would be better to focus on renovating existing buildings to suit more modern, suitable design ideas (e.g derelict buildings in Bridgend town centre) rather than wastefully build more.</p>	<p>Focus should on regenerating existing buildings rather than build more</p>	<p>Comments noted. The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth</p>

			<p>Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Policy PLA1-5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such development will deliver a wide range of land uses including affordable housing, education, recreation facilities, public open space, active travel plus appropriate community facilities and commercial uses. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p> <p>In terms of existing buildings, the Council has identified empty homes as a potential source of capacity including those within Bridgend town centre as set out in an Urban Capacity Study 2020 (See Appendix 29). Its recognised that such sites make an important contribution to the overall housing land supply, as such, have contributed to windfall provision as set out in the Deposit Plan (See Table 7).</p> <p>Additional long-term brownfield Regeneration Sites are also proposed for allocation (See Policy COM1(R1-R3)), located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in Planning Policy Wales, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery</p>
544	Sustainable Placemaking Policies seem rigid and strict which is positive to ensure only high quality and well thought out plans are developed.	Sustainable Placemaking Policies seem rigid and strict which is positive	Support noted.
623	KEEP LIDL AND ALDI AT BAY - FOIR THOSE WHO DO NOT UNDERSTAND AT MAY MEAN WAY	Concerns relating to PLA1 allocation at Porthcawl.	Comments noted. Marketing for a new foodstore was carried out in autumn 2020 whereby numerous bids (five in total) were received and appraised. A robust selection process in which each bid was carefully assessed against a planning development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. The planning development brief required bidders to submit high-quality, bespoke designs for premises that could act

			<p>as 'gateway buildings' as well as incorporating appropriate access and active travel arrangements. The development brief for the food store site does not prescribe a particular architectural approach, but it does require clear attention to "place-making", taking in account the historic urban form and scale of the surrounding area. This will enable a development designed for human interaction and enjoyment whilst responding to and celebrating the maritime setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of the site to Aldi Stores Ltd, and delegated authority to officers to approve the terms of the disposal agreement.</p> <p>The food store site forms a key element of the wider masterplan that has been worked up for the Porthcawl Waterfront Regeneration Scheme and is intended to act as a precursor to, and catalyst for, future phases of development across the wider site. Subject to a planning application, the foodstore will be constructed alongside all-new residential, leisure, retail development at Salt Lake as well as new areas of green open space, bus terminus, active travel facilities and more.</p> <p>As well as providing residents with greater choice and more flexibility, the development is intended to unlock funds that will be reinvested into local infrastructure improvements within Porthcawl and further stages of the regeneration plans.</p>
636	Town centre residential proposals should be considered. These fulfil all of the peacemaking strategies outlined above. Done properly this could provide low cost, sustainable and high quality, not always the case with green field developments where build quality has without doubt declined over recent years.	Comments relating to town centre placemaking and greenfield developments.	<p>Comments noted. All money generated/received by the Council will always be reinvested back into the County Borough. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve.</p> <p>As part of the technical supporting evidence base the Council have prepared a Retail Study (See Appendix 16) of which sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform policies and site allocations. Additionally, the Council have also undertaken a sense check of the evidence base in light of the pandemic (See Appendix 51 – Background Paper 11: Covid-19 Policy Review). The 2019 Retail Study already identified a shift in commuter spending habits and online shopping, which the pandemic has accelerated. The LDP recognises that high streets will continue to change especially in the short-term, hence it contains more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. It will be increasingly important for them to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p> <p>The demand/supply for larger convenience retailing is likely to be less sensitive to the impacts of the pandemic. However, use of sequential tests alongside careful management of out-of-centre locations will remain key to avoid promotion of unsustainable travel patterns.</p> <p>The Replacement LDP ultimately seeks to allow the traditional role and function of established retail centres to evolve and adapt appropriately. The hierarchy will be used positively to ensure Town, District and Local Centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.</p>
638	Again, this is an excellent goal. Please ensure it reaches to all parts of the Borough, including the poorest wards.	No changes proposed	Support noted
639	No	No changes proposed	Comments noted
438	Internet nationalised nationwide.	Comments relating to the provision of nationalised internet.	Comments noted. This would be beyond the scope of the Local Development Plan. Although, the LDP supports the NDF 2040 outcomes which address the provision of world-class digital infrastructure. Better digital communication will enable economic and social progress and ensure Wales can lead and keep pace with the latest global technological advancements. In this regard, the LDP will incorporate Policy 13 (Supporting Digital Communications) of the NDF 2040, which stipulates that Planning authorities must engage with digital

			<p>infrastructure providers to identify the future needs of their area and set out policies in Strategic and Local Development Plans to help deliver this. New developments should include the provision of Gigabit capable broadband infrastructure from the outset.</p>
640	<p>I hope the designs allow Porthcawl to retain a seaside feel and atmosphere and have enough green areas and spaces for people to sit, exercise and socialise.</p>	<p>Concerns relating to loss of identity associated with PLA1.</p>	<p>The regeneration of Porthcawl waterfront is a key element in the future development of Porthcawl as a premier seaside resort. This major regeneration project 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.</p> <p>The project area is closely linked to the town centre, which will continue to benefit from environmental improvements. Indeed, Porthcawl Town Centre is seen as an integral element in the retail hierarchy, benefitting from a range of leisure uses and a good comparison retail offer that provides an important focus for residents. Links between the waterfront area and the town centre will be secured by improved accessibility to properly integrate the new development into the surrounding urban area and also enhance the convenience retail offer. However, 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.</p>
641	<p>As per responses to the previous questions, the proposal to effectively join Bridgend to Laleston takes no account of context, with respect to maintaining the separate communities of Bryntirion and Laleston, and retaining important, green-space amenity.</p>	<p>Concerns relating to a loss of identity and greenspace in regard to PLA3.</p>	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables</p>

		<p>sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps:INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p>
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			<p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINCE and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>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.</p> <p>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. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
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			<p>where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.</p> <p>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. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water 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 such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment (SCFA 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.</p>
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		<p>use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, 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 ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate</p>
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			<p>a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport 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 a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
643	<p>Good design is overdue. Tree planting along polluted roads should be supported throughout the Borough. No mention of this.</p>	<p>Comments relating to the provision of tree planting along polluted roads.</p>	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required</p>

			to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.
644	Raised beds in community areas with edible plants, see “edible Bristol” protect. Spaces should be for everyone, focusing on the environment and local produce and businesses. Think like Totnes!!	Comments relating to community space and local businesses.	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough’s environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
645	judging from the recent work on the washeries site in Ogmore, no vision, poor design and lacking in class and sustainability.	Comments relating to previously developed land.	<p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Policy PLA1 (See Page 63) of the Deposit Plan details the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated</p>

		<p>development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. The development will also be required to provide off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>Furthermore 0.12 hectares of land is safeguarded to deliver a public transport terminus. The Council has undertaken feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration area. The bus terminus project is being brought forward in connection with Cardiff Capital Region 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.</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst</p>
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			diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.
647	Too vague. I'm not clear on a practical level what this means. I would support a more sustainable community with access to green spaces for all.	Comments relating to community access to green space.	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
652	Please see my letter sent by e-mail to ldp@bridgend.gov.uk, consultation@bridgend.gov.uk and planning@bridgend.gov.uk on 02/07/2021.		Comments noted.
649	Our opinions never matter so what's the point, consultation has been forgotten	Concerns regarding consultation.	<p>Comments noted. It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the WG LDP Manual.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council is required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council has made an allowance for 8 weeks. Furthermore, the Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing as required under LDP Regulation 16A. This report was subsequently signed off by members of Council.</p>
547	No		Comment noted

565	<p>Current policies are lax- little or nothing done. Within Cefn Glas, Llangewydd Court - House hold garden waste is still burnt in 2021 when we have excellent local recycling centres. Creating air pollution, lowering ones ones enjoyment and quality of life. Noise levels have increasd due to already high level population density.- not helped by the councils decision to allow Cockeral/s (clos-y -Erin) that sound off LOUD as early as 4.30 am EVERY DAY.. an extremly selfish act given we are not living in the country side but in a densly populated estate upsetting so many people many of which do not not complained in fear of repercussions and in my case lack of response.Tthat is the society we live in today. Some of many examples : My wife works in the Princess of Wales with Covid but always goes to work tired as I do.Its so bad Ive even told her to retire early- but that would be selfish would it not when hospital staff are needed in these times. We also appear to be on a regular helicopter flight path flying quite low directly over our house and many others- with the loud thud thud thud sound, Living opposite a swing park does not help-Im not against it but for it - its the job factor- we have no police at night of course. When they do arrive its a quick word but are still left to comntinue the noise- that is shouting and screaming. Many more examples etc.. In short quality of life is reduced enough already with popuation density. Young mothers with prams forced to walk on the roads due to cars parked on the pavements in many areas- a rule not enfored at all is a given accepted norm.- many other examples. etc. Recent large scale housing building projects have already saturated the area. Futher developement will lead to more problems and crime. Crucially the Llangewydd lane and what little green spaces are left must be preserved now and even made better ie cycling paths, safer pedestrian paths, These spaces have found new importance with covid. It really has been a life saver for young and old especially those with no transport.. So no this is not Sustainable-</p>	<p>Concern over impact of growth on quality of life</p>	<p>Development will ultimately be directed towards environs conducive to sustainable placemaking that facilitate a balance of environmentally friendly, economically vibrant, and socially inclusive characteristics, aiming to benefit current inhabitants and future generations alike. Sustainable placemaking is therefore an overarching concept that underpins the Replacement LDP, specifically seeking to create places that:</p> <ul style="list-style-type: none"> • Meet the needs of all members of the community; • Promote balanced economic growth that provides access to employment opportunities; • Provide for active travel and integrated Green Infrastructure networks; • Provide appropriate infrastructure and services; • Provide a range of high quality private and affordable housing; and • Are resilient and adaptable to change and support the Councils vision to make Bridgend a decarbonised, digitally connected smart County Borough. <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend’s Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years’ time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
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	tipping point has been reached. Yes building must go on but equally the protection of what exists must be enhanced not destroyed for harmony, peoples happiness, quality of life, reducing crime etc.		
569	Sustainable design is a must. The children in the community are working with a curriculum that wants to see children become ethical, inspired and responsible. Any planning for areas in the community need to ensure they help the younger generation realise this and see the importance of these attributes.	Stresses importance of sustainable design	<p>Comments noted.</p> <p>Development will ultimately be directed towards environs conducive to sustainable placemaking that facilitate a balance of environmentally friendly, economically vibrant, and socially inclusive characteristics, aiming to benefit current inhabitants and future generations alike.</p> <p>Sustainable placemaking is therefore an overarching concept that underpins the Replacement LDP, specifically seeking to create places that:</p> <ul style="list-style-type: none"> • Meet the needs of all members of the community; • Promote balanced economic growth that provides access to employment opportunities; • Provide for active travel and integrated Green Infrastructure networks; • Provide appropriate infrastructure and services; • Provide a range of high quality private and affordable housing; and • Are resilient and adaptable to change and support the Councils vision to make Bridgend a decarbonised, digitally connected smart County Borough. <p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p>
591	All frill and knickers, means nothing when people are homeless and people with homes have no say on there home town	No changes – concern over public consultation	<p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>The Council previously consulted the public on the Preferred Strategy of which was held from 30th September to 8th November 2019. Following the public consultation period the Council was required to consider all representations made in accordance with LDP Regulation 16(2) before determining the content of the deposit LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Preferred Strategy & Initial Consultation Report) for publishing. This report was subsequently signed off by members of Council.</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS. These methods included:</p>

			<ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents were been made available online via Bridgend County Borough Council's Website (www.bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also been made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were been informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@bridgend.gov.uk or telephoning 01656 643633. • Posters were been sent to all Town and Community Councils to display on their notice boards.
592	Good in theory, not usually put into practice.	No changes	Comments noted
593	No development should be allowed on green field sites or outside the settlement boundary.	Opposed to greenfield development	The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.
598	No	No changes	Comments Noted
600	Leave it slone	No changes	Comments Noted
601	As previously answered	No changes	Comments Noted

606	Any new town centre new buildings should blend into the original architecture of the town.	Town Centre development should complement existing character	<p>Comments Noted.</p> <p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p>
607	If development goes ahead this needs to be a critical consideration. Traffic problems already exist during peak times around Pyle roundabout and the entrance to Pyle industrial estate. All housing should be powered with alternative environmental options like solar energy etc.	Concern over traffic impact of development in Pyle, new development to incorporate renewable energy sources	<p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>The Council recognises the significant role of renewable energy has to play. The Council has undertaken a Renewable Energy Assessment (See Appendix 17). The Assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. A number of technologies have been considered, including, wind energy, ground mounted solar PV, biomass energy, energy from waste, hydropower energy and building integrated solar PV.</p> <p>The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p>
609	Seems like a load of rubbish. You are mixing modern structures with older buildings and they simply don't look right or fit in with the surroundings.	Concern over design impact of new development	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area,</p>

			<p>in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria</p>
611	<p>Many plans note a buffer zone between the new development and existing settlements but in my view these buffer zones are so small that that most people would not even acknowledge them as a buffer zone. This will have a detrimental impact on existing settlements, particularly Laleston which would be only separated by a very small lane and effectively be joined to the new development. The village of Laleston would cease to exist.</p>	<p>Concern over lack of buffer zones, particularly between surrounding Laleston</p>	<p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
615	<p>Residential development should be encouraged in areas where office, shops and factories have become vacant rather than taking the easy option of building on green belt land</p>	<p>Re-use of empty properties should be prioritised over greenfield development</p>	<p>The Replacement LDP prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>Policies within the Deposit Plan support regeneration and the re-utilisation of empty properties, though this is not a direct function of the LDP.</p>
618	<p>Your ambitions as stated above have been totally ignored when designing local development in the Bridgend area e.g. the new housing estates in the Coity area. Why are you not following your own criteria???</p>	<p>No changes</p>	<p>Comments noted.</p>
622	<p>Better clear leadership is required to build better policies starting with the head of the council taking a pay cut followed by all Councillors taking a pay cut after all you are a Councillor not for the money but to build a better town, valley, area.</p>	<p>No changes</p>	<p>Comments noted.</p>
657	<p>More parks more routes to walk especially from coity side of Brackla the walk currently is dangerous from b and q roundabout to coity.</p>	<p>More parks and pedestrian routes required (particularly in Coity/Brackla)</p>	<p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's play facilities across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p>

			<p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarizes the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Active Travel Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the sites to foster community orientated, healthy walkable neighbourhoods.</p>
669	Save the Coity Graveyard	No changes	<p>Comments noted.</p> <p>No candidate site submission was received for the land known as Coity Graveyard. The settlement boundary currently passes through the middle of the site so part of the land is considered to be in the countryside. The Settlement Boundary Review (See Appendix 38) undertaken to support the preparation of the Replacement LDP does not propose altering the settlement boundary in this location.</p>
692	again must be monitored by a outside party as recent planning and design has been terrible for Porthcawl	LDP needs monitoring	<p>Comments noted</p> <p>Please refer to Appendix 4 of the Deposit LDP (Appendix 1) for details of how the Replacement LDP will be monitored and reviewed. This follows the statutory requirements of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005.</p>
696	The plans are at odds with the above statement	No changes	Comments noted
697	Cosmetically pleasing is essential	No changes	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria</p>
700	As in my previous answer. Design of property should stay in keeping with the area where building is taking place. An example of this is the disastrous example of the block of flats where The Esplanade Hotel once stood and now known locally as	Concerned about impact of proposals on character of area	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area,</p>

			<ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents were been made available online via Bridgend County Borough Council's Website (www.bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation. • Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also been made available at these locations for members of the public to complete by hand. • Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. • Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were been informed of and added to the database upon request. • Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. • A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. • Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. • In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@bridgend.gov.uk or telephoning 01656 643633. • Posters were been sent to all Town and Community Councils to display on their notice boards.
770	<p>There has been much talk of new housing being built but I would prefer to see existing buildings repurposed and am concerned that there are too many spaces (for example above shops) that are not being used. I support the idea of bringing people to live in town centres rather than in suburban developments, to increase footfall and presence in retail areas</p>	<p>Re-use of existing properties to increase footfall in town centres</p>	<p>Comments noted.</p> <p>An Urban Capacity Study (UCS) (See Appendix 39) has been prepared which provides an analysis of the potential urban capacity of the County Borough's settlements for housing to evidence the expected small and windfall site allowance rate. The UCS identifies more than sufficient capacity within the proposed settlement boundaries to accommodate this particular component of the housing supply. It serves as a useful resource to developers who are seeking to identify potential development opportunities not specifically allocated in the Replacement LDP.</p> <p>The Development Plans Manual (Welsh Government, Edition 3, 2020) identifies a list of urban capacity sources which could be considered within a UCS. Based on local circumstances, the following sources of potential capacity have been analysed to determine their local relevance: Subdivision of existing housing; Empty Homes, Previously developed, vacant and/or derelict land and buildings (non-housing); Conversion of commercial buildings; Redevelopment of car parks; Open space surplus to requirements; Intensification of existing housing areas; Land previously allocated for employment uses; Public body disposals; and Vacant space above commercial premises.</p> <p>The evidence contained within the UCS identifies the level of capacity across the County Borough's settlements in both numeric and spatial terms, summarised in Table 10. While this identified capacity should not be considered exhaustive, it does serve to demonstrate more than sufficient scope to accommodate the trend-based</p>

			small and windfall site allowance within the proposed settlement boundaries. It should be noted that this component of housing supply is additional to the existing land bank commitments, LDP 'rollover' allocations and new allocations documented in the Housing Trajectory Background Paper (See Appendix 44)
776	Not appropriate to current community.	No changes	Comments noted
438	Green technologies, including green transport, Internet access everywhere including in places like Llangwydd, Nantyllyllon, Caerau, Blaencaerau and Cymmer.	No changes – need low carbon / green technology and greater broadband access	<p>The Council recognises the significant role of renewable energy has to play. The Council has undertaken a Renewable Energy Assessment (See Appendix 17). The Assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. A number of technologies have been considered, including, wind energy, ground mounted solar PV, biomass energy, energy from waste, hydropower energy and building integrated solar PV.</p> <p>The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p> <p>The Deposit LDP has specific policy guidance on Telecommunications and Digital Infrastructure proposals (See Policy COM14). An Infrastructure Delivery Plan (IDP) has also been produced (See Appendix 37) to support the Replacement LDP. The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes the provision of internet/broadband connections as well as transport, education, health, environmental management, utilities and community/cultural infrastructure.</p>
676	Consideration should be afforded to the natural world people's health and well-being are linked to it	Environmental protection	The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.
792	State of the art building design adds to the attractiveness of our areas. There is very little to praise regarding our places in this regard.	Support for good design	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p>
880	Ultimately this has little control over what is actually built on these sites. Parc Derwen was mean to be a "New Village" development. Anyone who has visited this estate sees small housing on narrow street overrun with parking and no social cohesion at all. The building looking good but no	Concerned over policies being enforced	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area,</p>

	centre or "sense of place" just high density and expensive housing.		in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts. This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.
900	Would be nice to see more modern styles homes rather than duplicating what we have. Would be nice to houses with rain water harvesting and solar panels and other eco ideas designed in.	Support for modern housing design, particularly use of low carbon & renewable technology	Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts. This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.
901	All ready stated	No changes	Comments noted
960	This plan flies in the face of placemaking. In areas it is destroying natural (green) spaces, and merge communities into a sprawling mass development such as the case between PLA3 Bryntirion / Ialeston / Penyfai - destroying historic villages and areas to the benefit of developers profits/. It is shocking that planning department have put these proposals forward, and I am vehemently opposed to the over development, and erosion of the wedges between these distinct communities, that currently have their own unique identity. There's little in this plan that can be appropriately described as 'high quality, well thought out and sustainable design'.	Opposed to level of growth and impact on green wedges (PLA3)	Comments noted. The Deposit Plan Spatial Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health. Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs, and prevent the coalescence of settlements through the provision of wildlife corridors. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. The Green Wedge Review (Appendix 34) shows that, in total, 24 candidate sites were submitted in existing green wedge areas as part of the LDP review process. Whilst this indicates development pressure in these areas the Council has considered the impact on preventing coalescence if such sites were considered necessary to meet future development needs. Only one candidate site (308.C1: Bridgend (West of)) within a green wedge has been proposed within the replacement Deposit Plan. Other candidate sites have not been considered necessary or there are other constraints that mean the sites are not recommended for allocation. Further details of the site assessments can be found in the Council's Candidate Site Assessment (See Appendix 13). The Green Wedge Review concluded that future green wedge allocations in the Deposit Plan will not be necessary as their primary function, i.e. to prevent urban coalescence, has been and will continue to be successfully achieved through Deposit Plan Policy ENV1: Development in the Countryside.

			<p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including placemaking principles and masterplan development principles (See Deposit Policy PLA3 – Page 71). 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. The proposed allocation will also be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence. Furthermore, Policy PLA3 requires the creation of a multi-functional green infrastructure network within the site that enhances biodiversity with particular emphasis on retaining existing trees and hedgerows, incorporating appropriate landscaping and providing habitats for local species. The policy also requires the submission and agreement of ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provision of appropriate compensatory and replacement habitats where necessary.</p>
969	It is very difficult to respond to abstract notions such as this.	No changes	Comments noted.
594	You have planned far to many houses versus green open spaces and leisure, piling people on top of one another leads to social unrest disobedience drug & drink related problems which increases monies paid out to treat these, this has to be paid through higher council tax, the people of Bridgend borough have made it clear for many years now that they do not want full on building but more environmentally planned areas where they can relax, you have obviously seen houses and taxes please listen before it's to late	Opposed to level of growth	<p>Comments noted.</p> <p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>Development will ultimately be directed towards locations conducive to sustainable placemaking that facilitate a balance of environmentally friendly, economically vibrant, and socially inclusive characteristics, aiming to benefit current inhabitants and future generations alike. Sustainable placemaking is therefore an overarching concept that underpins the Replacement LDP, specifically seeking to create places that:</p> <ul style="list-style-type: none"> • Meet the needs of all members of the community; • Promote balanced economic growth that provides access to employment opportunities; • Provide for active travel and integrated Green Infrastructure networks; • Provide appropriate infrastructure and services; • Provide a range of high quality private and affordable housing; and • Are resilient and adaptable to change and support the Councils vision to make Bridgend a decarbonised, digitally connected smart County Borough. <p>Correspondingly, and in order to achieve the Vision and Objectives of the LDP, the Council will follow a Regeneration and Sustainable Growth Strategy. This will provide the framework to help realise the regeneration priorities of the Council, whilst also apportioning sustainable growth towards existing settlements that demonstrate strong employment, service and transportation functions. This dual faceted approach seeks to broadly balance housing, economic development, connectivity, social needs and environmental protection and enhancement to allow the County Borough to prosper, whilst contributing to the success of the Cardiff Capital Region and Swansea Bay Region. This has directly informed and resulted in the formulation of Strategic Policy (SP) 1 below, which outlines how the LDP will make provision to deliver the Regeneration and Sustainable Growth Strategy between 2018- 2033.</p>

977	Ensure that percentage of leisure facilities are sufficient to support residential properties	Concerned over infrastructure delivery (particularly leisure facilities)	<p>The replacement LDP recognises the importance of providing more opportunities and facilities to provide access to exercise and leisure. As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's play facilities across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate. Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough as an integral and significant part of development and wider infrastructure proposals.</p> <p>Policy SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks. This will not only prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, but will also help to promote physical activity and reducing the impact of transport based emissions.</p>
988	Please make lots of green space, easy access for all modes of transport to services and workplaces (maybe some Netherlands style active travel routes), and make places for nature as well as humans.	Concern over green spaces, access to transport and environmental protection	<p>Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel schemes, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Policy PLA8 identifies, and where necessary, safeguards land for strategic transport schemes that will provide improvements to the public transport network, make better use of the existing highway network to permit appropriate reallocation of road space, which will deliver more sustainable travel within the County Borough. The majority of the proposals have been identified in the Bridgend Local Transport Plan (LTP) and are therefore Welsh Government-approved schemes.</p>
1004	This is essential to provide great surroundings that do not damage the environment and people want to stay	Support for policies	Comments noted
1023	Not enough information given to local residents. The details I know from the Bcbc website information, I most definitely say NO. I do not think these plans should be approved	Opposed to LDP due to insufficient Public Consultation	<p>It is the view of the Council that the overall objectives of the Community Involvement Scheme (CIS) as originally set out in with the approved Delivery Agreement, including the CIS have been met. It is also considered that the LDP has been prepared in accordance with the LDP 'Preparation Requirements' set out in the Development Plans Manual (Edition 3).</p> <p>As part of Stage 4 of the Delivery Agreement, the Council was required to undertake Deposit public consultation for a statutory period of 6 weeks, however the Council made an allowance for 8 weeks in order to maximise public participation. This was to ensure a range of views could be considered as part of a process of building a wide consensus on the Replacement LDP's strategy and policies. A number of consultation methods were used to ensure efficient and effective consultation and participation, in accordance with the CIS.</p> <p>These methods included:</p> <ul style="list-style-type: none"> • A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 • The package of consultation documents were been made available online via Bridgend County Borough Council's Website (www.bridgend.gov.uk/ldpconsultation). Respondents were able to complete an electronic survey online to make a formal representation.

			<ul style="list-style-type: none"> Printed reference copies were placed within public facing Council buildings, including every library in the County Borough (fixed and mobile), subject to social distancing guidelines. The reference copies were also available to view at the Council's Civic Offices in Angel Street, Bridgend, although by appointment only as the offices had not re-opened to the public due to the pandemic. Hard copies of the survey form were also been made available at these locations for members of the public to complete by hand. Dissemination of hard copies of information to individuals. Members of the public were able request a copy of the survey by post to complete by hand (free of charge). There was a £25 charge for a hard copy of the whole Deposit Plan to cover printing and postage costs for such a large document. Every individual and organisation on the LDP Consultation Database was notified by letter or email (depending on their preference) to inform them of the availability of the Deposit Consultation. Approximately 500 representors were contacted, provided with details of how to access the package of consultation documents and how to respond. As the consultation progressed, additional representors were been informed of and added to the database upon request. Planning Aid Wales were commissioned by the Council to run remote engagement events for all Town and Community Councils in Bridgend County Borough. A comprehensive social media plan was devised. A series of social media posts were released periodically on Facebook, LinkedIn and Twitter. They drew attention to different thematic areas / parts of the County Borough throughout the consultation period. Planning Officers have presented the consultation remotely to established working groups, including the Bridgend Community Cohesion and Equalities Forum and Youth Forum. In place of face to face public drop in sessions, representors were able to book one to one telephone appointments with planning officers to discuss any queries/concerns they may have had. They were able to do this by emailing ldp@bridgend.gov.uk or telephoning 01656 643633. Posters were been sent to all Town and Community Councils to display on their notice boards.
103 3	We need more accessible public toilets, how is smart technology going to be incorporated, and hog weed is out of control in many green spaces	Concern over public conveniences, use of smart technology and control of invasive species	<p>Comments noted.</p> <p>In terms of public toilets, BCBC in 2019 published a Local Toilet Strategy, which is intended to help address the current challenges of public toilet facilities within communities. The Local Toilet Strategy must be reviewed within a year of each ordinary election for its election. The next election date in Wales is Thursday 5th May 2022, so the latest date for review is 4th May 2023.</p> <p>The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p> <p>In addition to the planning policy recommendations provided in the Replacement LDP, the Council will continue to lead the decarbonisation agenda by:</p> <ul style="list-style-type: none"> Continuing to pursue our own innovation projects and enabling others to deliver innovation projects within the County Borough, through delivery of the Smart Energy Plan (See Appendix 18); Supporting new additional energy system infrastructure including electric vehicle charging infrastructure and battery storage; Sharing learning from decarbonisation projects with others (private and public sector); Supporting energy systems that are developed for the benefit of the community; Requiring green infrastructure and biodiversity enhancements to be included in all new developments; Developing and investing in additional renewable energy generation and energy efficiency projects on the Council's (or other stakeholders') own estate; and

			<ul style="list-style-type: none"> Ensuring that climate change impact and sustainable development is considered throughout all the Council's procurement and operational activities through the development of its Decarbonisation Strategy. <p>Undertaking these action points will assist in achieving the LDP Vision of making "...Bridgend a decarbonised, digitally connected smart County Borough".</p>
104 2	again, sounds great as long as the infrastructure improvements are not left until later. They MUST COME FIRST.	Concern over infrastructure delivery	<p>Comments noted.</p> <p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure. The timing of delivery of the infrastructure identified within the IDP will be secured by means of planning agreements/obligations to ensure that all residents have good access to a range of services and facilities.</p>
104 5	As usual it will probably be cram in as many housing units as you can within regulations.	Concern over level of growth	<p>Comments noted.</p> <p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p> <p>With specific reference to the density of development, this includes the need to demonstrate the "Use of land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development."</p>
104 7	Structure layout not appropriate to conditions	No changes	Comments noted.

1067	I do not believe that any of these plans should be at the expense of the countryside environment around us, which needs to be preserved.	Environmental protection should be priority	The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.
1069	Does this mean new builds as opposed to regeneration of existing infrastructure? New builds have very little character	No changes	<p>Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP. In achieving sustainable development, the Replacement LDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve Good Design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts.</p> <p>This will be achieved through the implementation of Policy SP3: Good Design and Sustainable Place Making, which will require all development proposals to be supported through the submission of appropriate design and technical information to demonstrate compliance with 2 overarching and 14 detailed policy criteria.</p>
1070	I feel that any new building should automatically have renewable energy as a requisit of planning. Environmentally friendly as possible building materials. Design that reuses water. I think that there should be a restriction on people purchasing property and not living it or renting out, i.e. holiday home. There is too much concentration on leisure facilities in certain areas. Llangeinor has very little in terms of community space and facilities.	Concerns over integration of renewable energy, second home ownership, provision of community facilities	<p>The Council recognises the significant role of renewable energy has to play. The Council has undertaken a Renewable Energy Assessment (See Appendix 17). The Assessment estimates the current and future energy demands of the County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. A number of technologies have been considered, including, wind energy, ground mounted solar PV, biomass energy, energy from waste, hydropower energy and building integrated solar PV.</p> <p>The Council has set ambitious renewable energy deployment targets to maximise the use of local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.</p> <p>The Ogmore and Garw Valleys are not identified as areas that will accommodate significant growth in recognition of their topographical and viability based constraints. However, these areas would benefit from community based regeneration and are therefore designated as Regeneration Areas in recognition of the fact that a range of approaches are required to incite community investment opportunities.</p>
1135	Make sure the builders are as green as possible	Need low carbon development	<p>Policy SP4 of the Replacement LDP specifies criteria that require development to both mitigate and adapt to climate change, thereby minimising its underlying causes and planning for its consequences. This includes the need to utilise low carbon, local materials and supplies (adopting circular economy principles promoted by Welsh Government).</p> <p>A key role of the LDP is to put in place resource efficient and climate change resilient settlement patterns that minimise land take and urban sprawl. Put simply, this means locating development in settlements which are accessible to a range of services and facilities whereby people can reduce private car usage and thereby reduce the harmful effects of carbon emissions.</p>
1214	We need facilities that are beneficial to residents. This should be more important	Concerned over infrastructure	Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements

	<p>than company profits. Indoor leisure facilities for Porthcawl are a must. Facilities that compliment local businesses are essential.</p>	<p>delivery (community & leisure facilities)</p>	<p>include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
1006	<p>Land at Maesteg Washery and Coegnant site has been the subject of a feasibility study SD70 which shows many contraindications to the development of these areas for development, including lack of access, mine voids, contamination, methane and floodrisk.</p>	<p>Concerns over regeneration of Maesteg Washery and Coegnant Reclamation sites</p>	<p>Comments noted.</p> <p>The Coegnant Reclamation (COM1(R1)) and Maesteg Washery sites (COM1(R3)) are both long standing regeneration sites. Their reallocation as such in the Replacement LDP recognises the fact that preparatory remediation-based enabling works will be necessary to address site constraints stemming from the industrial legacy of the area. More detailed strategic master planning of both sites is likely to be required before they can be delivered. This exercise will, by its nature, necessitate engagement with key stakeholders to determine an appropriate mix of land uses are assessed and form part of any future proposals. This will ensure that the regeneration of these sites delivers the full range of placemaking principles outlined in Planning Policy Wales.</p>
553	<p>There is absolutely no need to destroy this piece of land (Bryntirion and Laleston) other than money. Not money for the area and its residents, but for the developers. If it happens - and I pray it doesn't - it will be yet another area filled with people who have to commute to get to work. Do not pretend for even a second that jobs can be found for 850 units of people here.</p>	<p>Objection to PLA3 based on loss of green space and lack of jobs.</p>	<p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>As detailed within the Spatial Options Background Paper, the Spatial Strategy seeks to continue to provide a land use framework that helps realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. Regeneration Growth Areas appear before Sustainable Growth Areas within SP1 to clearly highlight a necessary degree of continuity with the first adopted LDP. The undeveloped brownfield regeneration allocations identified in the existing LDP are proposed to be retained and supplemented with sustainable urban growth in settlements that demonstrate strong employment, service and transportation functions. This approach is essential to implement the long term regeneration strategy embodied within the Replacement LDP Vision. As detailed within the Spatial Options Background Paper, the Spatial Strategy seeks to continue to provide a land use framework that helps realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. Regeneration Growth Areas appear before Sustainable Growth Areas within SP1 to clearly highlight a necessary degree of continuity with the first adopted LDP. The undeveloped brownfield regeneration allocations identified in the existing LDP are proposed to be retained and supplemented with sustainable urban growth in settlements</p>

			<p>that demonstrate strong employment, service and transportation functions. This approach is essential to implement the long term regeneration strategy embodied within the Replacement LDP Vision.</p> <p>With regards to employment, over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.</p> <p>A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The 2019 Economic Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of Planning Policy Wales and Technical Advice Note 23, justified further in the Employment Background Paper, and set out in SP11.</p> <p>Policy ENT1 supports SP11 by allocating new employment land for development. Policy ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites. This will enable a range of different sites to come forward.</p>
557	<p>It doesn't matter how well thought out a new development is destroying green space and inviting more cars to an already over burdened area is going to have a negative effect on peoples health and well-being. Getting rid of meadows, woodland and hedgerows and replacing it with housing and some nice landscaping is the complete opposite of improving the environment.</p>	<p>Concerns relating to loss of green space and traffic.</p>	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites</p>

			retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.
558	This should not be done you are taking to much green space away	Concerns relating to loss of green space.	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
559	keep the green spaces earmarked for development. As these spaces on your doorstep are reducing and stopping communities having there own identities	Concerns relating to loss of green space	<p>Comments noted. The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape</p>

			<p>areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
561	<p>Developing brownfield sites is more appealing, instead of further green space loss - but with planning for developing additional health, education and social facilities. Residents of Barnes Avenue area, Cefn Glas have been subject to heavy building work traffic on the main route. Emissions and debris falling from works vehicles accessing routes that children who are encouraged to walk to school use daily. This, and the choice of location for the recent housing development, was ill thought out. The community suffered the loss of a local, natural landscape in favour of additional residential development in an area that already struggles with heavy traffic. However environmentally friendly the schemes that housing developments comply with for new sites, they cannot replace the existing natural environment. Brownfield sites are the better alternative, alongside these new ‘green’ measures as</p>	<p>Concerns relating to loss of green space and environmental impact associated with PLA3.</p>	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p>

	they would positively impact the sites with sustainable improvements.		<p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>In terms of road infrastructure, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p>
563	No		Comments noted.
575	All developments should include detailed plans for any impact on infrastructure, medical and dental facilities , schools and transport. It seems that these are only considered after the developers have got their permissions .	Comments relating to PLA3 impact on infrastructure, dental facilities, school capacity and transport.	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on</p>

			<p>the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
578	<p>Good design needs to be compatible with the existing buildings and facilities within the borough. To support and enhance the health and well-being of its citizens it is essential to provide a sustainable future for all.</p>	<p>Comments relating to good design and health and well-being.</p>	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the</p>

		<p>periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. Furthermore, the proposed allocation will be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to well-being, The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW). The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p>
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580	<p>this is not what is being proposed, you are seeking to develop area where people want to live within an aesthetic area, but you are proposing to take ref glasses aesthete area away, by flooding it with new housing, this area has been used more than ever for recreation due to the recent pandemic, and without it people would have to use transport to get closer to any area for recreation.</p>	<p>Concerns relating to over-development</p>	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p>
602	No		<p>Comments noted.</p>
604	<p>We have had expansion in Cefn glas and currently bryntirion but no improvements to infrastructure.</p>	<p>Concerns relating to previous lack of associated infrastructure</p>	<p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p>

			<p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
616	I haven't seen anything in recent years that has improved the environment or people's health and well being. Over population yes, concepts and ideas are all well and good but practically is totally different.	Concerns relating to impact on the natural environment.	<p>The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
653	Am apposing the building of 850 houses inland between Laleston and Bryntirion as it will not improve the environment or people's well being. It will only serve to stretch what we have even more affecting all provision of services.	Concerns regarding the environmental and well-being impact of PLA3	<p>Comments noted. The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p>

			<p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>In terms of well-being, The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
655	I agree that well-thought out design processes, which support the community are essential, but am concerned about this development will not deliver that.	Concerned about the design on PLA3	<p>Comments noted. The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Deposit Plan has been underpinned by the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth</p>

		<p>Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) was considered appropriate for allocation.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p>Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. Development must also incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps:INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.</p> <p>The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also</p>
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		<p>identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).</p> <p>In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for development to avoid direct adverse effects on nationally important heritage assets and for the need for any development resulting in adverse effects on the historic environment to be robustly justified. There is also a general presumption in favour of the preservation or enhancement of listed buildings and their settings, along with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was and is an important consideration in determining the overall sustainability and thus suitability of candidate site allocations. Any sustainability impacts would also depend on the scale of development proposed.</p> <p>All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.</p> <p>For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site allocation to implement specific masterplan development principles) represent forms of mitigation to help address the identified likely significant effects. These requirements also enhance the sustainability performance of the strategic site allocation more generally. The SA identifies relevant masterplan development principles included in these spatial development policies to help ensure the avoidance of likely significant adverse effects which could otherwise occur from this development proposal. Additional masterplan development principles are also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking approach to siting, design, construction and operation in accordance with Planning Policy Wales. These principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site assessment scoring updated to reflect their inclusion in the Deposit Plan.</p> <p>Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. 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 SINC and will not be developed. Policy PLA3 will require development to positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>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.</p>
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			<p>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. Policy PLA3 will require development to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p> <p>The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach to potential landscape and visual opportunities and constraints.</p> <p>The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.</p> <p>The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.</p> <p>Mitigation measures include:</p> <ul style="list-style-type: none">• The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;• The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;• Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;
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		<p>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.</p> <p>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.</p> <p>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.</p> <p>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. Policy PLA3 will require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. PLA3 will also require the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>Policy PLA3 will require development to incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way. Additionally, PLA3 requires 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With regards to education and comprehensive school provision, a contribution will be taken in accordance with the Education Facilities and Residential Development SPG and a decision will be made by the Local Education Authority as to how the sum will be utilised.</p> <p>In terms of sewerage, Dwr Cymru Welsh Water 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 such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site.</p> <p>With respect of drainage, the site promoter has prepared a high-level drainage strategic of which confirms that the site is located with DAM Zone A, which is used within Technical Advice Note 15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This reflected in comments received</p>
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		<p>from NRW, and in the Strategic Flood Consequence Assessment (SCFA 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.</p> <p>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.</p> <p>In terms of the impacts on primary healthcare provision, the Council has been engaging with Cwm Taf Morgannwg University Health Board from the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide comments in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthcare services, close working relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be key to service provision planning as site allocations within the Deposit Plan progress.</p> <p>The site promoter commissioned Air Quality Consultants to undertake an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations have been modelled for a number of worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of traffic emissions from local roads on the air quality for future residents on the proposed development have been assessed.</p> <p>The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2022, with or without the proposed development, and that all impacts for these pollutants will be negligible.</p> <p>In the case of annual mean nitrogen dioxide, concentrations will remain below the objective at all but one existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development. However, it is now considered unlikely that any new homes within the development will be occupied before 2024, by which time it would be reasonable to expect concentrations at these 8 homes to be below the objective. The assessment has demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrations of the full development traffic being on the roads in 2022 will be negligible everywhere other than at this one receptor, where the impact under this scenario would be moderate adverse. However, bearing in mind that no new homes will be occupied before 2024, and the development is unlikely to be complete and thus generating its full traffic volumes until the 2030s, this scenario is unrealistically worst-case. Applying professional judgement, it is considered most likely that the actual impact of the development at these 8 homes will also be negligible in all years from the first occupation in 2024.</p>
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			<p>The effects of local traffic on the air quality for future residents living in the proposed development have been shown to be acceptable at the worst-case locations assessed, with concentrations being well below the air quality objectives. As such, the overall operational air quality effects of the development are judged to be 'not significant'. The proposed allocation is supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling yield on the site's net developable area. The Transport Assessment reflects the number of dwellings the site is expected to deliver. This identifies the various transport issues relating to the proposed development, and, in combination with the Strategic Transport Assessment, what measures will be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA3 prescribes the appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient use of the existing net developable area. The density and mix of uses proposed is considered appropriate to support a diverse community and vibrant public realm, whilst generating a critical mass of people to support services such as public transport, local shops and schools. In accordance with national planning policy, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town Centre, this density level is therefore considered appropriate to foster sustainable communities, further bolstered by the proposed enhancements to the active travel network.</p> <p>The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle.</p> <p>The Active Travel Network Maps aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. Opportunities will be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Proposed Policy PLA3 prescribes a number of placemaking principles for Land West of Bridgend, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and</p>
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			<p>promoting cohesive communities. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods. There will be a clear emphasis on providing safe pedestrian and cycling linkages along the A473, 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 ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.</p> <p>Policy PLA3 will require on-site highway improvements to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active route BRC9b on the southern side of the A473.</p> <p>The site promoter's Transport Assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243two-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 4vehicles 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 a non-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.</p> <p>Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Replacement LDP (See Appendix 9) of which was carried out to identify the likely significant environmental and wider sustainability effects from the Deposit Plan. It also considers whether any mitigation and enhancement measures should be incorporated within the Replacement LDP to ensure the avoidance of likely significant adverse effects and to enhance the effectiveness of the plan. The findings of the SA indicate that the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.</p>
668	this area is steeped in history , the field in question runs parallel the an old coach road originally running from Bridgend to Swansea .	Concerns regarding the impact of PLA3 on heritage assets	<p>The Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p> <p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See</p>

			<p>Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p>
689		Concerns regarding the impact of PLA3 on the natural environment.	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p>

			<p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p>
796	<p>It is important to maintain the identity of particular communities, and make sure they are not simply absorbed into a single amorphous sprawl which expands, e.g., urban areas into existing identified rural communities.</p>	<p>Comments relating to the protection of existing community sense of identity</p>	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability,</p>

			<p>general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including a range of placemaking principles and masterplan development principles (See Deposit Policy PLA3 – Page 71). 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. The proposed allocation will also be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
947	<p>While i support the key principles of good design and placemaking it is clear that the proposed plan does not, by building on the important green wedge between Bryntirion and Laleston, both of these communities are weakened in terms of their sense of place and significantly harmed visually and socially.</p>	<p>Comments relating to the protection of existing community sense of identity</p>	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p>

			<p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including a range of placemaking principles and masterplan development principles (See Deposit Policy PLA3 – Page 71). The proposed allocation will be required to provide 4.1 hectares of retained green infrastructure and new areas of public open space as well as exploring the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. The proposed allocation will also be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
948	<p>Again these are sensible. Living on the Barnes Avenue end of Cefn Glas estate, with no local shops or other services to "pop out" to, I find that jumping in the car is the easy choice, and inevitably that means big Tesco gets my trade. Perhaps you should look at what opportunities there might be to improve opportunities for small local shops, cafe's services etc in these existing big estates as well as the new builds.</p>	<p>Concerns relating to lack of community facilities.</p>	<p>Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Such requirements include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. This will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.</p> <p>Development of this scale (sustainable urban extensions) is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. The latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.</p> <p>In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37). The IDP provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p>
991	<p>An important part of placemaking is to ensure that the context and integrity of recognised Conservation Areas are maintained and not overwhelmed by development. The allocation between Bryntirion and Laleston (PLA 3) does not seem to be truly sustainable in this respect.</p>	<p>Concerns relating to the conservation of the natural environment in relation to PLA3.</p>	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p>

			<p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, tress (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.</p> <p>Additionally, the Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p>
102 6	No thought is given to the road congestion that will occur	Comments relating to traffic concerns.	<p>The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of growth towards areas that already benefit from good infrastructure including transport networks, services and facilities, or where additional capacity can be provided.</p> <p>Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) has been undertaken to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The technical notes accompanying this assessment demonstrate that the proposed level of development detailed within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation.</p> <p>Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development will be required to deliver, or contribute towards the provision of, active travel scheme, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29).</p> <p>Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements include pursuing transit-</p>

			orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy walkable neighbourhoods.
688	As noted previously, PLA3 does not fit into the principles of "creating sustainable places where people want to live" - it will have the reverse effect. Residents of Laleston chose it because it is a distinct historical village. Good design does not appear to have been thought about with this proposal.	Concerns regarding sustainability in relation to PLA3	<p>The Deposit Plan has been underpinned through the identification of the most appropriate scale of economic growth and housing provision, all of which have been based upon well informed, evidence based judgements regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough’s demographic situation is likely to change from 2018-2033 and informed the most appropriate response for the Replacement LDP. As such the Replacement LDP identifies an appropriate plan requirement to enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP’s success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough’s future housing requirements can be realised.</p> <p>The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.</p> <p>The plan preparation has involved the assessment of 171 sites, the vast majority of which are greenfield. Each candidate site has been assessed against the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site’s deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific requirements including a range of placemaking principles and masterplan development principles (See Deposit Policy PLA3 – Page 71). 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’. The proposed allocation will also be required to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.</p>
105 9	By taking away the natural environment and creating an artificial environment west of	Concerns regarding the	The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated

	<p>bridgend and around island farm, would in no way improve the environment or contribute to peoples health and well being.</p>	<p>impact of PLA3 on the natural environment</p>	<p>from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of well-being, The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years' time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
<p>111 8</p>	<p>How is building 850 houses and creating yet another urban reservation going to improve the environment of PLA3. These green areas with their footpaths have been and</p>	<p>Concerns regarding the impact of PLA3 on the natural</p>	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape</p>

	<p>still are a an area which help to provide places to improve peoples health and well being.Does walking along streets filled with urban noise or green spaces filled with natural sounds or even silence improve a person's state of mind. Once these are covered over they are gone forever.</p>	<p>environment and well-being.</p>	<p>areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children’s playspace across the County Borough (See Appendix 22: Outdoor Sport and Children’s Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed ‘audit’ of the provision of Outdoor Sports and Children’s Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend’s green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of well-being, The Deposit Plan has been prepared in accordance with Welsh Government Development Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and revise a development plan, underpinned by robust evidence to ensure that plans are effective and deliverable and contribute to placemaking, as defined in national policy set out in Planning Policy Wales (PPW).</p> <p>The Replacement LDP has been prepared in line with the Well-Being of Future Generations Act of which places a duty on public bodies to carry out sustainable development. The LDP Vision has been developed to take into account the 7 Well-being Goals and Bridgend’s Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. Background Paper 10 (See Appendix 50) demonstrates that the Replacement LDP assists in the delivery of the 7 Well-being Goals.</p> <p>The Replacement LDP has also been prepared in line with Bridgend Public Service Board Well-being Plan objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public Service Board will work together on over the next five years; our wellbeing objectives and steps, and how we want Bridgend to look in 10 years’ time. Background Paper 9 (See Appendix 49), demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.</p>
774	<p>A traveller site would not create a sustainable place where people want to live, work and socialise. However the development of playing fields/nature park etc on the site include social, economic, environmental and cultural aspects. It would</p>	<p>Concerns regarding Gypsy, Traveller and Showperson Allocation SP7 (2) Land adjacent</p>	<p>The Council has a statutory duty to carry out an assessment of the accommodation needs of Gypsies and Travellers under Part 3 of the Housing (Wales) Act 2014 and to meet any identified need for additional pitches under section 56 of the Mobile Homes (Wales) Act 2013. PPW also clarifies that “where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met” (para 4.2.35). When the GTAA was completed, the total estimated pitch provision needed for Gypsies</p>

	improve the environment and people's health and well-being, whilst providing space and amenities for community events etc.	to Bryncethin Depot	and Travellers was 7 pitches up until 2033. Since then, one family has met their accommodation needs on an existing authorised site, leaving a remaining need for six pitches over the Plan period. This need stems from two families (i.e., three pitches per family). One of these families has recently received planning consent to intensify their existing site and meet their accommodation needs (planning application P/21/677/FUL refers). This leaves a remaining need for 3 pitches, which the Council considers can be appropriately accommodated by the original proposed allocation at Court Colman (SP7(1)), which is already in the family's ownership. As such, the other proposed allocation at Bryncethin (SP7(2)) is no longer considered necessary and has been removed from the Replacement LDP. Refer to the Gypsy and Traveller Site Options Background Paper.
101 2	No	No changes proposed	Comments noted.
107 9	SOBJ2 The siting of a Gypsy, travellers and showmans site at Bryncethin. We object as we feel that this is an ill considered location in a residential and established community between Blackmill Road and Dennis Place, it will inevitably result negatively in the well being of our community. Also this land was promised to the residents of Bryncethin as recreational land at the time that the clay hole was filled in. In summary, we believe that BCBC have a duty of care to protect the health and welfare of the residents in Bryncethin, establishing this site will undoubtedly cause unnecessary stress and anxiety.	Objection to Gypsy, Traveller and Showperson Allocation SP7 (2) Land adjacent to Bryncethin Depot	The Council has a statutory duty to carry out an assessment of the accommodation needs of Gypsies and Travellers under Part 3 of the Housing (Wales) Act 2014 and to meet any identified need for additional pitches under section 56 of the Mobile Homes (Wales) Act 2013. PPW also clarifies that "where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met" (para 4.2.35). When the GTAA was completed, the total estimated pitch provision needed for Gypsies and Travellers was 7 pitches up until 2033. Since then, one family has met their accommodation needs on an existing authorised site, leaving a remaining need for six pitches over the Plan period. This need stems from two families (i.e., three pitches per family). One of these families has recently received planning consent to intensify their existing site and meet their accommodation needs (planning application P/21/677/FUL refers). This leaves a remaining need for 3 pitches, which the Council considers can be appropriately accommodated by the original proposed allocation at Court Colman (SP7(1)), which is already in the family's ownership. As such, the other proposed allocation at Bryncethin (SP7(2)) is no longer considered necessary and has been removed from the Replacement LDP. Refer to the Gypsy and Traveller Site Options Background Paper.
125 7	No	No changes proposed	Comments noted.
552	If a facility is needed and wanted it succeeds and flourishes. Simple.	No changes proposed	Comments noted.
556	No support for young people. Not enough houses in Pencoed which is pushing younger people out. No Ambition.	Not enough housing in Pencoed	Comments noted. The Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). This assessment has informed the Replacement LDP to ensure the plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions. While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment (See Appendix 19) and Spatial Strategy Options (See Appendix 43) Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.
613	N/A	No changes proposed	Comments noted.
937	No	No changes proposed	Comments noted.

956	No	No changes proposed	Comments noted.
973	Building on green sites will have a detrimental impact on people's health as there will be less places to walk, to commune with nature which have been a life saver for the majority of people during the Covid 19 pandemic.	Concerns regarding greenfield development and recreation/nature loss	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site-specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>As part of PLA4: Land East of Pencoed, Green Infrastructure and Outdoor Recreation Facilities will be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. In addition, the site is crossed by a high-pressure gas main which runs north to south across the site and a 10m buffer zone must be retained 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. Equally, there are two Listed Buildings within the main college campus (Tregroes House 78 and the bridge located on the driveway leading to the House), which will be protected and incorporated within the site. These factors will ensure delivery of a high quality public realm, with public spaces and streets that are well defined, safe, inclusive, high quality and ecologically diverse making them pleasant places to be. The site will be well connected and integrated into the existing settlement of Pencoed, help promote more active lifestyles, combat social isolation and provide close, sustainable linkages to the key places residents will need to travel to.</p>
1009	no	No changes proposed	Comments noted.

108 7	How are you improving the environment by covering it in concrete?	Concerns regarding greenfield development	The site is not just being covered in concrete. The site is allocated for mixed use development and will deliver approximately 770 new homes, a significant area of public open space, a small commercial element and a new one form entry primary school. The latter contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A buffer to the eastern and southern edges of the existing campus will also be retained, to allow for future flexibility for the expansion of the college. This will allow the potential relocation of the playing fields, either to locations to the east of the main site or, to land west of the A473.
109 1	Designs are far too modern today and the old designs and culture were far better	Designs are too modern today	Strategic Policy 2 seeks to ensure that contextually appropriate design is encouraged.
603	In principle, I support this, but I would need to have more details in future to make final decisions	No changes proposed	Comments noted.
605	New builds are now a sustainable design. They are timber frame and thrown up in 12 weeks. I work for a new home builder and the work is not sustainable and neither are the open spaces the say will be done!!	No changes proposed	Comments noted.
958	Having recently visited a few English towns and counties nearly all have parks and gardens at the centre of communities all very busy with families and the young and old a central well maintained green space where anyone could go.	Concerns regarding green space provision	<p>The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and updated from the existing LDP and will continue to protect the county borough's environment in line with national planning policy and the Environment Act 2016. These policies cover development in the countryside, special landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>As part of the technical supporting evidence base accompanying the Deposit Plan, the Council has undertaken an updated detailed audit of existing outdoor sports and children's playspace across the County Borough (See Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings can be used as means of justifying the provision of new facilities and/or remedying local deficiencies in provision. It can also be used as means of safeguarding and enhancing existing facilities as appropriate.</p> <p>Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summarises the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.</p> <p>Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development.</p> <p>In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan development principles and development requirements. Such requirements will ensure that sites retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's. Additionally, green infrastructure and outdoor recreation facilities will be required to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p>
106 4	I strongly oppose the Local Development Plan (LDP) for the Pyle/Cornelly area	Objection to Strategic	Objection noted. Background Paper 15: Minimising the loss of Best and most versatile agricultural land sets out how the Local Planning Authority has considered the location and quality of agricultural land in developing the

<p>(PLA5: Land East of Pyle, Kenfig Hill & North Cornelly) on the following grounds: the lands are of prime agricultural status which are needed for the growing of crops for sustainable human and animal needs; the area in question is of vital importance to the heritage of Kenfig and surrounding areas. I've briefly listed the following that fall within my objections to this proposed plan. STORMY DOWN (a) Prime Agricultural Land (b) Heritage - Stormy Castle, Sturmistown (c) Heritage - Roman Road, Julia Martitima (d) Heritage - Military, RAF Stormy Down (Airfield) WWII (e) Heritage - Military, Air Crash Sites (Controlled sites under the Protection of Military Remains Act 1986) (f) Heritage - Stormy Down Settlement (deserted rural settlement) (g) Heritage - Stormy Farmhouse (h) SSSI - Site of Special Scientific Interest (located under Laleston on BCBC "Designation of Special Landscape Areas", March 2010 - https://www.bridgend.gov.uk/media/1796/designation_of_special_landscape_areas.pdf) f) SSSI includes the quarry's at this location in addition to the geology/mineral wealth and prehistoric value of the area in general. All this would be lost forever if the proposed LDP for this area was to take effect. As I'm responsible for the Kenfig Heritage website project (documenting the heritage of the Kenfig & surrounding areas) - an online educational resource which has been formerly recognised by the National Library of Wales as "an important part of Wales' documentary heritage" which includes this particular area in question, I'm opposing the proposed LDP as outlined as it would decimate the heritage of the area in its entirety - additionally, the new Welsh government schools curriculum now includes local Welsh history; destroying areas of both natural beauty and of which is steeped in Welsh heritage would detract school visits to places of historic Welsh importance and of which goes completely against the proposals of the new Welsh schools curriculum in the main. Rob Bowen Owner/Author Kenfig - The Complete</p>	<p>Allocation PLA5: Land East of Pyle</p>	<p>Bridgend Replacement Local Development Plan (LDP) 2018-2033. It demonstrates how the Preferred Strategy and site selection process has sought to minimise the loss of Best and Most Versatile (BMV) agricultural land when balanced against a range of other material planning considerations.</p> <p>Evidently, Land East of Pyle is a potential strategic site located at the edge of a Main Settlement (as defined by the Settlement Assessment) in a broadly viable housing market (as detailed within the Plan-Wide Viability Study) with high need for additional affordable housing (as identified by the LHMA). The original site submitted at Candidate Site Stage contains no BMV agricultural land based on Version 2 of the Predictive ALC Map. However, in order to ensure a more holistic and inclusive edge of settlement development opportunity, the site submission was expanded at Preferred Strategy Stage to include an additional significant parcel immediately to the south west. The overall proposal now constitutes two large parcels, the first encompassing 60-hectares of land to the north of the M4 and south-west of the A48, and the second being a 40-hectare parcel of land to the north and east of the A48. This revised submission presents an opportunity for significant sustainable development at the edge of a Main Settlement at a scale not matched by any other Stage 2 Candidate Site. This would enable delivery of a sustainable residential-led mixed-use scheme with approximately 2,300 market and affordable dwellings, provision of educational facilities, a local centre and associated supporting infrastructure. Expansion of the original site does mean that 8.4ha of BMV agricultural land (Grade 2 and 3a) would be lost through allocation of this more holistic sustainable urban extension according to the predicative map. However, detailed survey work undertaken by the site promoter indicates that the areas of Grade 2 and 3a as shown on Version 2 of the Predictive ALC Map are in fact Grade 3b. This has to be considered in the context of other deliverable Stage 2 Candidate Sites that are available. It is important for the Replacement LDP to acknowledge the role of this Main Settlement (as identified within the Settlement Assessment) and its potential to deliver sustainable development at a strategic scale when balanced against the potential loss of BMV agricultural land. Hence, there is considered to be an overriding need for this development to enable sustainable growth in accordance with Planning Policy Wales' placemaking principles, to contribute to affordable housing provision in a high-need area and to deliver a plethora of socio-economic benefits that will support both local employment provision and the local commercial centres. A masterplan for the site has been developed to ensure Planning Policy Wales' sustainable placemaking objectives are integrated from the outset. A suite of detailed supporting technical information has also been provided by the site promoter to evidence the deliverability and viability of the site. This development would make a meaningful contribution in terms of housing provision (affordable and market), education provision, active travel and public open space in a manner that would promote the health and well-being of local residents through 64 encouraging active lifestyles. The Candidate Site Assessment has not identified other land at this scale in lower agricultural grades. Therefore, this site is considered appropriate for allocation on this basis in accordance with the site search sequence outlined in Planning Policy Wales.</p> <p>Heritage As acknowledged by Strategic Policy PLA5, the site is open and exposed to views from the north, west and locally to the east as well as views from the M4 to the south. The most sensitive parts are the three high points, upper slopes and associated minor ridges, and the steep slope to the west on the southern edge. The least sensitive area lies to the north and west on the lower slopes/flat areas, which lends itself to be the most appropriate location for the bulk of higher density development. The southern part of Parcel B is within a Special Landscape Area and the development will need to be planned sensitively to take account of this designation.</p> <p>The site itself is not subject to any ecological designations, although further wildlife and habitat surveys will need to be carried out to inform the site's potential development. Additionally, there are two SSSI's located in close proximity to the boundary of the site; the Penycastell SSSI is located to the north east and the Stormy Down SSSI is located to the south east of the site. Both are physically separated from the site by the route of the trainline and the M4 respectively. Given the need to maintain a landscape buffer between major transport routes and any proposed development, neither are considered to be a constraint to development.</p>
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<p>History (e-Resource) www.Kenfig.org.uk Further Reading 1. Protection of Military Remains Act 1986 (Wikipedia) - https://en.wikipedia.org/wiki/Protection_of_Military_Remains_Act_1986 2. Protection of Military Remains Act 1986 (The National Archives) - https://www.legislation.gov.uk/ukpga/1986/35/contents 3. Designation of Special Landscape Areas, March 2010 (BCBC) - https://www.bridgend.gov.uk/media/1796/designation_of_special_landscape_areas.pdf 4. Stormy Down (RCAHMW, Coflein) - https://coflein.gov.uk/en/search/?term=stormy%20down</p>		<p>Archaeology Wales have undertaken a Desktop study which highlights standing and buried remains of potential archaeological interest. A WWII pillbox exists at the north west area of the site and there is believed to be an area of earthworks related to a 19th century (or possibly older) farmstead at the north east of the site. A 19th century tramline is also located along the northern portion of the site. The development will ensure that these remains are preserved or adequately investigated and recorded if they are disturbed or revealed as a direct result of development activities.</p> <p>The site neighbours Stormy Castle, a medieval settlement, which could extend into the site. Further work will need to be conducted to fully investigate any potential impacts and a geophysical survey of the site will need to be carried out to supplement the planning application.</p> <p>Stormy down airfield would not be negatively impacted by proposed development.</p>
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