

VOLUME 5

**MEMBER OF PUBLIC
ACTIVE HEALTH**

Title: Do you have any comments to make on the active, health, cohesive and social communities policies?

ID	Comment	Summary of changes being sought/proposed	Council response
687	The increase in traffic, noise and risk to health through increased pollution cannot be conducive to improved quality of life.	Concerns regarding traffic, noise and risk to health	<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 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>
699	I've read somewhere that only 50% of households pay council tax. Increase this proportion and cut back on free-loaders.	Concerns regarding Council tax	Comments noted. Such matters are beyond the scope of the LDP.
723	Affordable housing - what a laugh. If the housing was built to the same standard as the private housing and mixed in with it then that may be a good thing. However affordable housing as you call it is always built to a lesser standard and grouped together separate from the private housing which does not help communities.	Councils regarding affordable housing and quality	Comments noted. Where affordable housing is provided, it should be constructed to Development Quality Standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing should not be obviously segregated through layout, location or design. This fundamental to ensure delivery of balanced, mixed-tenure, sustainable communities.
752	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	Objection regarding Strategic Allocation PLA2: Island Farm	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>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>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.</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 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>
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789	<p>This mentions "recognise the role of the wider environment for good health and well being". Huge development at Island Farm would fly in the face of this. Traffic congestion, increased pollution, thousands of extra residents with little in the way of infrastructure improvement will make all these grand plans worse for current residents.</p>	<p>Concerns regarding 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</p>

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801	See previous comments		Comments noted.
820	Housing development is all very well but the traffic concern should be paramount. Nobody will be able to move on and off existing developments and any new development during rush hour periods.	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,</p>

			<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>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>
886	<p>The plan talks about the economic growth across Bridgend being driven by the creation of more housing. there are not enough jobs to go round as it is. We need a plan that will reverse the ruralisation of South Wales that seems to be the Senedd plan.</p>	<p>Lack of employment</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.</p> <p>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>
898	<p>How can you improve liesure facilities by destroying our environment. Has anyone considered how people will cross the A48 without becoming human hedgehogs. An underpass is dangerous, and lights will cause disruption to a major road.</p>	<p>Concern regarding environment / traffic on A48</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>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.</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 major public transport nodes or interchanges. Given the site's location within the Primary Key Settlement of the</p>
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			<p>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>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 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>
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			<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 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>
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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.</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</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 the proposed development with its proposed range of land uses will likely produce a wide range of significant beneficial effects.
955	In Bridgend do up run down/ empty properties to make existing areas mor attractive. Don't just build still more houses	Improve run down/empty properties	<p>In terms of empty properties, the LDP provides the framework for the reuse of empty properties through the relevant policies contained within the plan.</p> <p>The Council has also 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>
974	The propsoal to include 800+ new houses on island farm has a problem. I have lived and visit my mum who lives in Bowham Avenue for the past 50 years and the amount of traffic on the A48 has grown incredibly over that time. The proposal to have access to the new development from the A48 will only make a bad situation worst. It can currntly take 10/15 minutes to cross the A48 and the underpass in Newbridge field is not an option as there is no pavement on the town side of the A48. Additionally Merthyr Mawr Road has become much more heavily used as a route from the A48 to Bridgend town centre and due to there being no designated crossing points it has become much more dangerous for pedestrians, especially for children/parents at Oldcastle and Brynteg schools that have to cross Merthyr Mawr road several times a day.	Concerns 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 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.</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>

			<p>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 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 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,</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 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 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>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	Building on island farm relies too heavily on car use. The A48 cannot support further car growth, especially as Bridgend council carried out an upgrade which was so poorly	Concerns regarding Strategic	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>executed it is blatantly obvious that they are incapable of creating the necessary infrastructure. The lack of pedestrian crossing points (which Bridgend are fully aware puts pedestrians lives at risk) Is a perfect example of how the council cannot be trusted to make intelligent informed and properly designed improvements to protect the well-being of local residents. The increase in traffic accompanied by an enhanced number of pedestrians needing to cross the A48 Is highly likely to result in an increased the number of casualties.</p>	<p>Allocation PLA2: Island Farm</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.</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 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 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.</p>
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			<p>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 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,</p>
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			<p>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 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>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>
976	Housing needs to be met but not of the sake of our green spaces and by knocking down our historic buildings.	Concerns relating to green spaces / historic buildings	<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 play space 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</p>

			<p>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>The Strategy also 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>
983	No		Comments noted.
987	in my opinion, building 800 houses on land that is currently enjoyed as open space will have a long-term damaging effect on the health and well being and on the social cohesion of the communities in the locality	Concerns 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 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</p>

			<p>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.</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 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 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>
999	N/A		N/A

101 8	Comments on house building being inappropriate at island farm already been mentioned	Concerns 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 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.</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>
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103 7	See first box		Comments noted.
105 2	No		Comments noted.
105 5	Large developments of houses will put pressure on the green areas where people take exercise. there is already litter problems in the local area. There are is no local expansion in employers, most will just commute from Bridgend to Cardiff and beyond and spend their money elsewhere and not in the town which needs major regeneration.	Concerns regarding loss of green areas / employment opportunities	<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>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 green infrastructure and outdoor recreation facilities are delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>In terms of employment, 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.</p> <p>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>

			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.
106 1	The proposal for more housing in the area of island farm and close to the Broadlands A48 round about will result in unacceptable levels of traffic. At peak times the A48 is chaotic and dangerous now. Ewenny roundabout is not fit for purpose, with traffic often stuck on the roundabout blocking other traffic routes. Also at peak times traffic backs up Al the way into minor cul de sacs on Broadlands.	Concerns regarding Strategic Allocation PLA2: Island Farm and 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.</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</p>

			<p>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> <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</p>
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			<p>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>
1077	There are no apparent proposals to improve the infrastructure or to build sustainable communities only the imposition of large housing estates away from local facilities and which impact on existing settlements adversely	Concerns regarding infrastructure	<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. 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.</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>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>
108 3	<p>Building 1000 houses south of the A48 will not bring opportunities for new infrastructure, education, leisure and transport as there is simply not room on that site. You state that the quality of life of all the county boroughs residents is sustained - you are already taking away an area of beauty where I walk so that my quality of life will not be catered for in this development. You state that the increase in housing supply will act as a key driver of economic growth - I'm not sure how you work this out? In my experience developers will bring their own labour and disappear once finished. Your logic is seriously flawed if you think building houses brings economic growth!</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and 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.</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 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</p>
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			<p>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 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;
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			<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 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 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>
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			<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><i>Dormouse</i></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><i>Riparian mammals</i></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><i>Great crested newt</i></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><i>Birds</i></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><i>Bats</i></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</p>
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			<p>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></p> <p>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></p> <p>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></p> <p>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> <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>
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111 6	Extra strain on the A48 will not be good for the environment + therefore also not good for health and well-being.	Concerns regarding A48	<p>Comments noted. 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</p>

			<p>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 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</p>
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			<p>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>
1224	No		Comments noted.
1309	In particular the impact that such large scale housing allocations will have on the highway infrastructure of the area would be significantly detrimental. In terms of the LDP promotion of Active Travel, the A48 would remain a dangerous obstacle to walking and cycling routes to facilities in Bridgend which would result in housing being orphaned on the 'wrong side' of this major transport corridor. This will be the case particularly for the proposed Craig Y Parcau houses under COM1 that are allocated as a stand alone isolated housing allocation, seemingly having no justification other than a house once stood there.	Concerns regarding highway infrastructure / COM1(2) Craig y Parcau	<p>Comments noted. 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 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</p>
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			<p>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 justification of Housing Allocation COM1(2) : Craig y Parcau, 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.2 Craig y Parcau was considered appropriate for allocation.</p>
1314	<p>Regarding the proposal to build 800+ homes on Island Farm. This is a very poor idea. The roads won't be able to cope with the increase in traffic. The area on the 'south' side of the A48 is a great asset to the town, providing much needed countryside and recreational space for the local population. If you have to do something, make all the lanes in the area 'Access Only' for those living and working in Merthyr Mawr village. Then convert the old Crossways Night Club site into a Park and Ride facility for people wishing to travel to the dunes. Possibly provide 'Boris Bikes' for hire at Crossways, with a cycle park at Candleston Castle. This will make walking, horse riding and cycling to the dunes much safer and avoid the crazy situation of people driving somewhere to walk their dog or go for a run. They could then simply extend their dog walk/run by a few kilometres and help save the planet at the same time.</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.</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>

			<p>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 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 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> <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>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 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>
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			<p>In terms of additional routes, please 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.</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 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</p>
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			<p>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 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</p>
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			<p>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. <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;
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			<ul style="list-style-type: none"> • 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 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></p> <p>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</p>
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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 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>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>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</p>
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			<p>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>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>
<p>133 2</p>	<p>Ref: SP2(2) Island Farm Ref: COM1(2) Craig-Y-Parcau I would like to register my concern on the two proposed developments (references above). I am only too aware of the growing need for new and affordable housing in Bridgend as I have two children myself who will be looking to fly the nest within the next 10 years or so. However, what concerns me is the lack of disclosure on proposed infrastructure. If what is reported is to be believed then there will be 1800 housed with a conservative estimate of 3 people per household and 2 vehicles per household and let's be ultra conservative and say 1 school age child per household. That amounts to; 5400 people requiring doctors surgeries, dentists, policing and hospitals. 3600 cars requiring access to roads for work and leisure. 1800 children requiring schooling. Our town and borough is already struggling to meet the demands of our current population so I would need to see more in the way of infrastructure planning as detailed above before supporting any increase in housing in this area. Besides these concerns there are also environmental and wildlife concerns which I would also like to see more detail on. In my 44 years of being resident in Bridgend I have lived in Porthcawl, Brackla and Broadlands. Vague promises of new schools, GP surgeries and road improvements will not wash with me as I have seen these promises broken many times (Broadlands still hasn't got a doctor's surgery after over 20 years of me living here!)</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and 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.</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>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</p>

			<p>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 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</p>
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			<p>'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 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</p>
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			<p>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 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;
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			<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 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 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>
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			<p>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></p> <p>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></p> <p>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></p> <p>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> <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>
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			<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>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>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>
1338	<p>I live on Ewenny Road. We experience daily issues relating to traffic, from excessive noise and fumes from exhausts, queueing traffic, HGV/lorries using Ewenny Road as a main route and difficulty even crossing the road. There is no doubt that adding any additional houses in this vicinity will exponentially increase the issues that we experience daily as local residents. The Island Farm development proposes to have a main entrance/exit onto the A48. This will lead to further congestion along the Ewenny roundabout and onto Ewenny Road. We are not far from Park Street, which has the highest levels of pollution in Bridgend. There is no doubt that Ewenny Road would be moving towards levels competing with this if more traffic was encouraged to pass through our road. Both the Island Farm development and Craig Y Parcau proposal plan to use the A48 as a main access point. This an extremely fast road with at least one recent fatality. How would an increase in traffic on this road be managed safely? There will be more children crossing to attend the local comprehensive and generally more pedestrians crossing the A48 to access our town centre. Crossing the A48 on foot is dangerous and the</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and 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.</p>

<p>underpass in Newbridge Fields is a very poor alternative route. If traffic slows to allow for pedestrian access points this will undoubtedly impact the back 2 fields which are a vital habitat in Newbridge Fields to many species of wildlife. We equally do not want traffic queueing from the Broadlands roundabout to Ewenny roundabout. Neither an increase in traffic or a reduction in speed would be acceptable in this instance</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 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</p>
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			<p>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 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>
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			<p>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 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;
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			<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 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 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>
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			<p>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></p> <p>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></p> <p>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></p> <p>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> <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>
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			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.
135 5	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, 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	Concerns regarding Strategic Allocation PLA2: Island Farm and 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 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.</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</p>

<p>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. 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>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. 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> <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>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 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 (AQMA) 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</p>
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			<p>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> <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>
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			<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 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</p>
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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.

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

			<p>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><i>SINC Review</i></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 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</p>
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			<p>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 "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</p>
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			<p>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 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>
135 6	<p>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 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</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and COM1(2): Craig y Parcau</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</p>

<p>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, 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. 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</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.</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. 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</p>
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<p>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>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 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>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 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</p>
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			<p>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 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, 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.
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General habitat – Existing

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.

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.

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.

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.

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.

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.

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

			<p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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> <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>
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			<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 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</p>
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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 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, 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</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and COM1(2): Craig y Parcau</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>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. 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.</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.</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. 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.</p>
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			<p>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 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</p>
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			<p>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 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>
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			<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>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>
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			<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> 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.</p>
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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 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.

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>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 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</p>
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			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.
137 6	5. It is likely, based on previous experience, that housing developers will seek to maximise their returns and will make scant contribution to provide smaller, entry level accommodation 6. The logic of providing an indoor tennis centre within the development is unclear, not least given the investment recently carried out to other local clubs and the obvious benefit of having shared sporting facilities at suitable school sites	Concerns regarding quality of affordable homes / Tennis Centre	<p>Comments noted. Policy COM3: On-Site Provision of Affordable Housing sets out that affordable housing contributions will be sought on residential developments with capacity for 10 or more dwellings of which will be subject to different target percentages depending on housing market areas.</p> <p>The five Mixed-Use Strategic Developments Sites will be subject to individual, site-specific affordable housing policies as outlined in Policies PLA1-5. These sites have been subject to site-specific viability testing of which evidences the percentage of affordable housing provision viable on site.</p> <p>Deviation from the affordable housing percentages specified will only be acceptable if the applicant can clearly demonstrate that particular exceptional circumstances justify the need for a viability assessment at the point of application. In such rare instances, the applicant must provide all information, evidence and justification to the Council on an 'open book' basis.</p> <p>In terms of the proposed tennis centre, an application has been submitted (Reference: P/20/995/FUL) of which will be assessed and determined by the Council.</p>
138 0	1. Traffic: - The proposal in the draft LDP is for a single exit from Island Farm onto the A48. The Situation Now - Traffic backs up to below the potteries on Ewenny Hill in certain conditions – with this development it's going to be a regular event. - Traffic heading to the seaside creates queueing back to Waterton already –lots of additional cars will not help this problem. - Queues at rush hours at Broadlands and Ewenny roundabouts - Traffic backs up from Tescos roundabout frequently as cars queue to get into MacDonalDs and the shops -At a conservative estimate of 1.5 cars per household, an extra 1,535 cars would be entering and exiting the A48. What will it mean for traffic at Ewenny roundabout? - How will 847 houses at Island Farm, 850 houses at Laleston as well as 110 south of Broadlands roundabout affect traffic congestion? - How will the country lane (New Inn Road), that links the A48 to the bottom of Ewenny Pottery Hill, and passes over the Dipping Bridge, be able to safely and easily manage such a high increase in	Concerns regarding Strategic Allocation PLA2: Island Farm and 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 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>

<p>cars/vans etc. seeking to avoid congestion on the A48? 2. Safety - Safety concerns for children crossing A48 to get to school etc. - New Inn Road is already a rat run and the draft LDP forecasts the junction onto Ewenny road will get busier. It is already dangerous as the road itself has barely sufficient room for 2 cars, often travelling fast; What about the other road users such as cyclists, horse riders and pedestrians, many with their pet dogs? -The Dipping Bridge is well used and loved by everyone, the kids and teenagers who use it as an informal recreation area, having fun and causing no problems. Any increase in traffic will impact people's enjoyment of this beautiful area and potentially their safety. As a historic and iconic monument with in the county it should surely have protected status. How will a large development at Island Farm impact active travel as well as the safety, enjoyment and well-being of other road users in this much loved and well used area? 5. Heronsbridge School It is well known that once a site is designated for housing the number of houses can easily go up. Heronsbridge School does need a new premises and Island Farm is the preferred site. If the developer says they need to build more houses to pay for the school, is the council going to stand in their way? Bridgend College is going to be moved into the town centre and the college buildings and Heronsbridge School will surely be demolished to make way for housing. Why can't a new fit for purpose Heronsbridge School be rebuilt on the same site and paid for through developing the Bridgend College site?</p>		<p>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.</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.</p>
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			<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>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>
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			<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> 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.</p>
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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 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.

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>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 on the basis of proposals for a sports village which included buildings of close to 20m in height as well as, in the</p>
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			<p>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 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</p>
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			<p>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>
896	<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 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, 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</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and COM1(2): Craig y Parcau</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.</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</p>

<p>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. 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.</p>		<p>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. 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> <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>
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			<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 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</p>
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			<p>Management Areas (AQMA) 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 (AQMA) 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> <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</p>
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			<p>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 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</p>
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			<p>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 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, 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
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			<p>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.</p> <ul style="list-style-type: none"> • 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 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>
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			<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><i>Dormouse</i></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><i>Riparian mammals</i></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><i>Great crested newt</i></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><i>Birds</i></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><i>Bats</i></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>
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			<p><u><i>Badgers</i></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><i>Reptiles</i></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><i>SINC Review</i></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><i>Overall</i> 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</p>
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			<p>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 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>
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			<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 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>
454	1. Traffic: - The proposal in the draft LDP is for a single exit from Island Farm onto the A48. The Situation Now - Traffic backs up to below the potteries on Ewenny Hill in certain conditions – with this development it’s going	Concerns regarding Strategic Allocation PLA2: Island Farm and	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

<p>to be a regular event. - Traffic heading to the seaside creates queueing back to Waterton already – lots of additional cars will not help this problem. - Queues at rush hours at Broadlands and Ewenny roundabouts - Traffic backs up from Tescos roundabout frequently as cars queue to get into MacDonalds and the shops -At a conservative estimate of 1.5 cars per household, an extra 1,535 cars would be entering and exiting the A48. What will it mean for traffic at Ewenny roundabout? - How will 847 houses at Island Farm, 850 houses at Laleston as well as 110 south of Broadlands roundabout affect traffic congestion? - How will the country lane (New Inn Road), that links the A48 to the bottom of Ewenny Pottery Hill, and passes over the Dipping Bridge, be able to safely and easily manage such a high increase in cars/vans etc. seeking to avoid congestion on the A48? 2. Safety - Safety concerns for children crossing A48 to get to school etc. - New Inn Road is already a rat run and the draft LDP forecasts the junction onto Ewenny road will get busier. It is already dangerous as the road itself has barely sufficient room for 2 cars, often travelling fast; What about the other road users such as cyclists, horse riders and pedestrians, many with their pet dogs? -The Dipping Bridge is well used and loved by everyone, the kids and teenagers who use it as an informal recreation area, having fun and causing no problems. Any increase in traffic will impact people's enjoyment of this beautiful area and potentially their safety. As a historic and iconic monument with in the county it should surely have protected status. How will a large development at Island Farm impact active travel as well as the safety, enjoyment and well-being of other road users in this much loved and well used area? 5. Heronsbridge School It is well known that once a site is designated for housing the number of houses can easily go up. Heronsbridge School does need a new premises and Island Farm is the preferred site. If the developer says they need to build more houses to pay for the school, is the</p>	<p>COM1(2): Craig y Parcau</p>	<p>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.</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 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>council going to stand in their way? Bridgend College is going to be moved into the town centre and the college buildings and Heronsbridge School will surely be demolished to make way for housing. Why can't a new fit for purpose Heronsbridge School be rebuilt on the same site and paid for through developing the Bridgend College site?</p>		<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>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>
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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 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 impedence 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.</p>	<p>Concerns regarding Strategic Allocation PLA2: Island Farm and 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.</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 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>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.</p>
570	Again, Lack of infrastructure, no regard to public health and wellbeing, lack of green spaces, damage to ecology and without thought to future generations.	Concerns relating to lack of infrastructure and green spaces, health and wellbeing, damage to ecology and future generations.	<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.</p>

			<p>In terms of 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 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> <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>
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120 6	<p>The infrastructure, transport and green spaces should be the primary consideration here. Giving areas over to housing where the infrastructure is already stretched and/or where transport links are poor would be detrimental to the wellbeing, cohesiveness and levels of healthy activity. Without viable infrastructure plans, the houses should not follow</p>	<p>Concerns in relation to infrastructure, transport links and health and wellbeing.</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.</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</p>

			<p>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 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>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability.</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 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. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</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>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</p>
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			<p>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 green spaces, 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> <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</p>
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			10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the Replacement LDP assists in the delivery of the local well-being plan.
760	Keep The Cycle Path which is situated through The Garw Valley and remove The Railway and the corrupt people associated to it. A Railway through part of the valley is a waste of money.	Concerns in relation to Cycle path and railway in Garw valley	<p>Comment noted. The Replacement LDP will seek to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps (See Appendix 29). The proposals aim to enhance access to key services and facilities including town centres, transport hubs, as well as employment and retail areas; develop access to education facilities such as schools and colleges; and improve and expand the existing strategic network in Bridgend County Borough. Well-connected developments will assist in promoting the improvement of health and wellbeing by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place. The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. The development and delivery of the proposals shown on the INM will be dependent upon the availability of funding.</p> <p>The Settlement Assessment Study acknowledges that Ogmores and Garw Valley have no railway line and less frequent bus services and so the settlements scores low in terms of accessibility (see Table 5: Availability of Facilities and Services, Scored by Settlement). This was considered in determining the settlement hierarchy and further contributed to the Spatial Strategy formulation. Settlements in this location are particularly constrained by difficult topography and inadequate infrastructure. Hence some settlements of Garw and Ogmores have been identified as areas in need of regeneration and have fewer development opportunities.</p> <p>The Replacement LDP acknowledges that both Ogmores and Garw Valleys have good main road connections with Bridgend, Valleys Gateway and the M4, providing access to many higher-level services, facilities and job opportunities. However, it seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas. In terms of development in transport corridor, the replacement LDP in its policy SP5 on Sustainable Transport and Accessibility, identifies ogmore PLA6 (4) and Garw PLA6 (3) as main transport corridor in the County Borough for the movement of people and goods and for further development.</p> <p>Additionally, the Council places an emphasis on improvements to the County Borough's public transport network. The availability of efficient and effect public transport is an important part of ensuring a place is sustainable. The improvements to the public transport network, promoted under policies PLA8 (1) to (7) will encourage more residents and visitors to undertake journeys by bus or train, which will help to reduce the number of car-borne journeys, and facilitate access to employment opportunities, health and education facilities for those without access to a car. This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmores corridor as per Policy PLA8 (1). Furthermore, the Council in its Integrated Network Map, has made proposals for improvement to connection to some existing off-road shared-use routes in the Garw Valley.</p> <p>The concern raised in relation to railway corruption is beyond the scope of the LDP.</p>
645	Increase in housing stock, good idea but poor services in Ogmores would preclude it without clear and hard evidence of positive change.	Concerns relating to poor services in Ogmores.	<p>Comment noted. 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.</p> <p>Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a</p>

			number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmores corridor as per Policy PLA8 (1).
1119	An excellent idea as we have recently has a growth of new families to the area, but housing isn't always of any acceptable standard or size for the amount of people living in them. As an example, one of our families is living in a very small terraced house with six children as well as a friend of the family. The house is damp, putting an asthmatic child at risk.	In support of housing provision but concerns in relation to the housing size and standard.	<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.</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 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. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</p> <p>In terms of affordable housing, 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), 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 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> <p>The Strategy recognises the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. Therefore, Maesteg and the Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that it demonstrates the largest capacity to accommodate regeneration-led growth within the Valleys communities. There are individual sites within this area that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking. However, it is acknowledged that some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to facilitate delivery.</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>
127 1	New developments should be similar or include aspects of the established communities near them to retain the character of the area.	Concerns in relation to the impact of the new development on character of the area.	Comment noted. The Replacement Plan ensures that all development comply with Strategic Policy 3 on Good Design and Sustainable Place Making (See Page 60). The 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 include design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character.
562	No	No changes proposed	Comments noted.
585	fgordable homes do not sit well within developments with really expensive properties.	Affordable housing does not sit well alongside expensive open market housing	<p>Comments noted. 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. Such requirements include the provision of affordable housing of which will be required to be integrated throughout development in sustainable clusters of no more than ten units as per the Council's requirements. The Council considers on-site provision to be the optimal means of delivering affordable housing in order to foster sustainable, balanced, mixed-tenure communities across the County Borough.</p> <p>The Plan-Wide Viability Assessment (2021) (See Appendix 32) was 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 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>
589	Housing brings people. But what will they donif all the land is housing and nothing is done to improve the area and I don't just mean. Playground I mean good schooling sport leisure. No one wants to live somewhere with nothing to do and covid shows areas like porthcawl have plenty to offer those living there and this can only be enhanced.	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,</p>

			<p>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>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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. They 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
590	No, no, no. Porthcawl is a small seaside resort. We do not need more housing. The medical centre can barely cope with the residents already here. The leisure facilities are poor and yet the council is seeking to remove areas currently used for exercise and recreation. Council tax in Porthcawl is	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	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>very high and most residents feel we get poor value for money. Stop trying to steal open spaces to build houses for the benefit of bcbc.</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>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site’s south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a “grand” setting for the residential development around the space. Elsewhere on Sandy Bay, smaller “pocket” open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p>
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596	More excuses for increased development and tax revenues.	More houses an excuse for increase tax revenues	<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.</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>

			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.
656	Flexible, multi-use internal and external spaces would be a real asset to the town and could create opportunity for activities such as; - Youth services - Collaborative working - Exercise - Performance space(s) - Outdoor space that can be utilised for market stalls and pop-up events Leisure facilities should also be a focus such as a Lido and an all-wheel park facility. I believe both facilities would be welcomed by all generations of residents and tourists and become successful in many ways.	More flexible spaces for multi use, outdoor space for market stalls and leisure facilities 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>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>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 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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>
665	Housing supply should not come before the welfare of future generations	Housing supply should not come	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

		before the welfare of future generations	<p>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.</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>
694	no, all sounds good	No changes proposed	Support noted.
695	Studies show that houses are not a driver for economic growth. Transport is. So what are the proposals for improved transport links associated with this project?	Houses not driver for economic growth. Improved transport needed	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

			<p>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.</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. 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. 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>
701	<p>pollution overcrowding houses built on prime land that could be used for entertainment both for the elderly and the young . we area holiday resort with little to offer. so much for the regeneration we were promised.</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>

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702	If new housing is to be built in Porthcawl there is a need for appropriate leisure and educational facilities to be built alongside to accommodate the needs of the population. Transport links also need to be reintroduced	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / infrastructure	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>as the surrounding areas have little access to bus routes</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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p> <p>Policy PLA1 will also require 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</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
703	<p>You really need to get out and look at the detail of what occurs in the local community. For instance, the seafront in Porthcawl is very dangerous. Cars parked outside the Pier hotel forcing drivers over the central line, excessive speed. You can't bung up a load of houses and ignore the micro.</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</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.</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>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>
705	I do not see the purpose of building houses on Salt Lake car park . In good weather visitors have difficulty in finding a parking spot and cause obstruction in many side streets are the town	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	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 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</p>
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			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.
706	Living where I do in Porthcawl I am concerned about the access to new housing developments. This is enough of a thoroughfare as it is with traffic to and from Trecco Bay	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / highway access	<p>Comments noted. 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>
710	This has nothing to do with the stated aims, just a means of making money from housing development.	Housing development is a means of making money	<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.</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>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. 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. 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>
713	No	No changes proposed	Comments noted.
715	Ensuring that the price of housing doesn't rule out local youngsters being able to afford it	Ensure that housing is affordable for the younger population	<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. Such requirements include the provision of affordable housing of which will be required to be integrated throughout development in sustainable clusters of no more than ten units as per the Council's requirements.</p> <p>The Plan-Wide Viability Assessment (2021) (See Appendix 32) was 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 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>
718	I've cycled to work from Porthcawl to Bridgend for a decade. would be highly recommended. The A48 and three step hill improvements would make a great commuter and tourist route within the borough.	A safe cycle route from Porthcawl to Bridgend is needed	<p>Comments noted. Please 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>Policy PLA1 (See Page 63), Porthcawl Waterfront 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. One such requirement includes 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 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.</p>
518	Given the distinct needs of older people living in Porthcawl, these should be designed in, not designed out	Requirements of older people should be designed into development	<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</p>

			<p>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 effect 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>
724	I think I have already covered my views on the above.	No changes proposed	Comments noted.
726	No	No changes proposed	Comments noted.
729	The building of 1,115 new houses in Porthcawl on the seafront will substantially and detrimentally alter the area proposed visually, cause massive traffic problems in an already congested area with inadequate infrastructure, swamp access to the existing Porthcawl medical centre which is already working at full capacity, create expansion problems for the local schools.	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,</p>

			<p>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 transport, 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 GP surgeries 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>Policy PLA1 will also require 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</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;
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			<ul style="list-style-type: none"> • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades
766	Help to buy schemes should be in place for local residents who are renting or cannot get on the property ladder	Help to buy schemes should be in place for local residents	<p>Comments noted.</p> <p>The continuation of Help to Buy is beyond the Council's control as it is a Welsh Government product. Help to Buy is not considered affordable housing.</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. Whilst Help to Buy Schemes are beyond the scope of the LDP, such requirements include the provision of affordable housing of which will be required to be integrated throughout development in sustainable clusters of no more than ten units as per the Council's requirements.</p> <p>The Plan-Wide Viability Assessment (2021) (See Appendix 32) was 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 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>
767	We need a leisure centre, similar to that in Bridgend. Our community is large and growing, our community require more meeting spaces for leisure opportunities and do not require house building on prime land.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / leisure facility	<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>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site’s south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a “grand” setting for the residential development around the space. Elsewhere on Sandy Bay, smaller “pocket” open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>
772	<p>Infrastructure should be put in place first. So much new housing in the borough that it is definitely a worse place to live than 20 years ago in terms of healthcare provision being way understaffed, school class sizes constantly increasing, traffic and parking big issues</p>	<p>Infrastructure should be put into place before housing development</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.</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 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>
781	How does overcrowding, reducing space and views make for a happy, heathy, and cohesive community?	How does overcrowding, reducing space and views make for a happy, heathy, and cohesive community	<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>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.</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 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>
791	I am a disabled woman so my main thing is housing I want council housing for my needs I am happy with everything proposed	Council housing required for the disabled as part of developments	Comments noted. 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.
794	I welcome the development of schools within this development project but as per my pervious comments in regard to Porthcawl Seafront development the additional housing and commercial development do not have any visible kickback to the local community in terms of	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>public services in this area. The Seafront needs more for people to do and interact with (like the examples before, lidos, play areas, outdoor leisure activities, skateboard areas, etc). Porthcawl has already had numerous housing developments already and whilst I understand it is a popular and growing location that people want to live the council's responsibility is to help balance the housing and commercial provision against public services provision and I do not see this with regards to the Porthcawl Seafront development.</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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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.
804	I note there is a school mentioned in the proposal but no mention of additional GP and social services for Porthcawl. The GP practice cannot cope with the current residents let alone additional 500 homes.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / GP services	Comments noted. In terms of GP surgeries 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.
881	This section tests to answer some of my earlier questions i.e. the housing is need to pay for infrastructure and facilities for local communities (plural). As for Porthcawl, more housing should result in a higher level of local spend in the town centre but this would be offset due to the loss of income from tourism. Trecco itself does not provide a high financial return to the town as there are facilities on the site. Has a cost/benefit analysis been undertaken on a projection basis over the life of the LDP?	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</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>Whilst a cost/benefit analysis has not been undertaken, 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>
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			<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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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. They 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 <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>
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884	we appreciate people need homes to live in, but as stated earlier, it also needs infrastructure and that seems to a very after thought once the houses are erected	Infrastructure is important to support housing	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.
894	The surgery's, hospitals, and schools are full to capacity already. The infrastructure is not going to meet the needs of the people. We have many cars wanting to come to visit but there already is not enough parking. We have the beach but we need other facilities as this is a tourist town and should encourage visitors winter and summer.	Infrastructure is important to supporting housing. Parking and leisure facilities required 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>In terms of GP surgeries 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>Policy PLA1 will also require 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</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>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in</p>

			<p>accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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. They 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
928	<p>One thing I can assure you of is this community will fight you all the way with these plans. Porthcawl is here for families to enjoy a day out, how can they if you take the biggest car park away and they can't get down here anymore, that's splitting communities apart</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>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 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
939	I want Porthcawl to grow but don't let it get too big just because you can	Don't let Porthcawl grow too big	<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>
972	No	No changes proposed	Comments noted.
978	Yes if you look at the average household husband wife 2Children. All will have cars. Affecting parking and over congestion as will happen at already agreed developments in Newton	Concerns regarding parking within Porthcawl	<p>Comments noted.</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</p>

			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.
982	Why do 1115 houses have to be built on the seafront when there are other sites locally which could be used?	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>
985	Can we have clear bike path routes that connect and a cycle path over three step hill to aid runners and cyclists and the same across the sand dunes to Ogmere	Clear bike path routes required that connect over three step hill	<p>Comments noted. Policy PLA1 (See Page 63), Porthcawl Waterfront 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. One such requirement includes 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</p>

			<p>existing active travel route 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.</p> <p>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>
992	<p>Infrastructure isn't sufficient for lots of housing in porthcawl. Any housing that is built should be affordable for young people to start out not just retirement flats.</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / infrastructure / affordable housing</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). Such requirements include incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development.</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
993	<p>I believe that open spaces should be kept for recreation purposes . All the council plans should contain information on forward planning of any areas they are considering developing . Taking into account affordability sustainability and the impact of the loss of open spaces married against any future development of empty spaces in the future in 10 year leads . The cost versus benefit to the local communities and businesses whether they be based here or elsewhere . Additional housing and businesses have great impact on traffic flow , need for extra schools , medical services etc .</p>	<p>Open spaces should be kept for creation purposes / additional housing will have impact on infrastructure</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.</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>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>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>
998	<p>The infrastructure will not cope with the plans There are not enough GP's The roads would not cope with more traffic coming in to the household you plan to create. Our hospitals would not cope There is no enough police There are not enough social workers to cope with the mental health issues, child protection etc that this plan is likely to create. This plan is about destruction not construction. This is about urbanisation not regeneration This is about ignoring Sandy Bay is for Recreation and Leisure only. We do not have have adequate infrastructure You are not providing homes for homeless although you emphasise the amount of homeless in the borough You may consider some houses as affordable but that will be relative and most houses will go to people earning lots of</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>money in the cities and commuting back and for to work. You do not care about the future of Porthcawl as a tourist industry. Most Importantly the consultation is meaningless as decisions have been made and the vision really has not been properly shared .</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, whilst it is beyond the scope of the LDP to control the future occupants of social housing, the Local Housing Market Assessment (LHMA) (See Appenidx 24) identified high need within the settlement of Porthcawl. As such, Policy PLA1 requires development 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> <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>
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			<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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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, 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 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. 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 <p>In terms of the consultation, 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 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.</p>
1000	NO	No changes proposed	Comments noted.
1002	I recognise the need for a for generations to come in Porthcawl, however the salt lake proposal is not suitable for the benefits of Porthcawl. The fear is that infrastructure, leisure facilities will not be a priority one the housing is in place. Over many years Porthcawl has been neglected in this area and has failed to listen to the concerns of the towns folk. There are many area that can be allocated for affordable housing Salt Lake should not be one of them it will detract and spoil the reasons why so many visit this beautiful town.	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</p>

			<p>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 (preferred use as 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. Car parking will continue to be provided at the Hillsboro car park to the west of the Regeneration Area. 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 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
1003	Yes.	No changes proposed	A lack of information has been provided in order to offer a response.
1007	Excessive housing planned at Sandy Bay will require much infrastructure support and must not lose our sea front attractions for private use.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	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>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 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;
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			<ul style="list-style-type: none"> • Drainage infrastructure; • New road and roundabout; • Active travel improvements; • Education provision; and • Utility connections and upgrades
1008	<p>I do not believe that building a large number of houses in Porthcawl will be of benefit to the area. The town is struggling to cope with the number of residents at the moment. Porthcawl Medical Centre is, in my opinion, overrun with patients, the schools cannot possibly take more students especially since Porthcawl Comprehensive School already has pupils who are bussed in from Bridgend and beyond. More houses, more people, more cars does not create an active or healthy lifestyle, nor will they create a more cohesive community. What happens if the houses are built but no further action is taken to improve the transport links or create extra leisure facilities, just a grid locked town with local residents unable to get a doctors appointment or enrol their children in their local schools. Also building houses on what are currently car park facilities, where exactly are visitors to Porthcawl going to park when they come here. Please don't suggest they will come down by train or bus because they will not.</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. 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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 GP surgeries 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</p>

			<p>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>In terms of education, 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.</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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p> <p>In terms of transport, 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.</p>
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			<p>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 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
101 1	<p>Where is the Olympics 2012 legacy for Porthcawl? There is NO leisure centre or swimming pool for local residents. Increased housing supply in Porthcawl will increase health problems - only one surgery, which is unable to cope currently.</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl 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 1,110 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>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 GP surgeries 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>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

1014	<p>how may I ask if by taking away a perfect site for development, on the salt lake area by building a supermarket , and a residential housing estate , will be providing the scale of growth needed to secure the growth and infrastructure , facilities, and additional benefit, for the local community, the supermarket will probably employ around 100 plus if we are lucky .</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>• Utility connections and upgrades</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. 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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 Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure (preferred use as 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. Car parking will continue to be provided at the Hillsboro car park to the west of the Regeneration Area. 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>
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1019	I object due to none of the above ie; Active and Healthy conditions being met on the Porthcawl developments	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</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.</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>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>
104 4	<p>Building approx 1,200 houses and apartments on Salt Lake Car Park and more on Sandy Bay is extremely undesirable and is not benefitting anybody's Health. Residents will be fighting to enter Porthcawl and parking will be impossible, the past week has seen thousands of extra cars coming into Porthcawl how is this going to be managed when Salt Lake Car Park is no longer available, they will park outside mine and everybody else's houses, blocking driveways and will cause major traffic jams, which again will be totally unacceptable for Porthcawl Residents.</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</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 transport, 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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104 8	This is again really great, but only in the right places, and only when coupled with viable development. Any housing, affordable or otherwise, in the wrong location, is damaging. However BCBC needs to make a significant statement in ensuring allocation of genuinely affordable housing goes above and beyond the minimum expected of developers	Housing should be the right places / affordable housing is of a high standard	<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), 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 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. Deviation from the requirements set out in COM3 should not be necessary and will only be acceptable in exceptional circumstances if it can be robustly demonstrated that site-specific constraints, abnormal costs and/or other viability challenges necessitate a reduction. Where affordable housing is provided, it should be constructed to Development Quality Requirement Standards and integrated into the overall development through separate clusters of no more than ten affordable units.</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.</p>
105 4	Surely with the proposed increase in housing Pirthcawl can finally receive its swimming pool.	Swimming pool needed in Porthcawl	Comments noted. 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.
105 6	The proposed plans to build housing in the borough do not seem to include adequate open spaces, leisure facilities, educational facilities or health facilities	Proposed plans do not provide sufficient infrastructure	<p>Comments noted. 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>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>
105 7	I believe there are too many units to be sited at Sandy Bay, PORTHCAWL and Coney Beach. I am also concerned that housing will be sited right up to the seafront of that area, which in my opinion should be designated for other social uses. The	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	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

<p>esplanade should be extended from the harbour to Rhych point with the front-line buildings consisting of leisure / social use as seen at Aberavon seafront (gym, play park, splash park, coffee shop, cinema or other). I don't object to houses per se on the site, but object to the quantity and also that front-line land should be designated for social/community use.</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.</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>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. 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in</p>
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			<p>accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>
1058	This development will not benefit Porthcawl town. There is no recreation facilities that the people of Porthcawl will benefit from.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<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>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. 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on</p>

			Sandy Bay, smaller “pocket” open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.
106 2	Housing development in Porthcawl is needed but don't overdevelop the prime seafront locations. They should have some housing but not so much that it spoils the very thing people find attractive about the town. Look east of Danygraig or west of Nottage for large-scale housing development. Also, where you do develop in prime seafront locations - go high end to maximise return - quality not quantity will reap better long-term rewards for the town.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<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 1,110 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>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>
475	Totally agree with the idea of active travel routes.	No changes proposed	Support noted.
109 9	When planning was approved for the housing development in Newton the lack of educational and health facilities were discussed by local residents as being an issue for such a large development. The local residents were assured that the health and educational facilities were currently sufficient. Shortly after the development was completed a new health centre was built to allow for the extra population and educational facilities were not extended and are under great pressure. Should new housing facilities go ahead infrastructure should be in place before any additional housing	Concerns regarding infrastructure	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.
111 4	As a resident of Porthcawl it would seem that every space in Porthcawl is to be used for housing. I understand that houses are needed but the building programme for Porthcawl particularly means that attractiveness of the town as a 'premier tourist destination' will be denied.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront	<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</p>

			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.
111 5	Maybe there should be a rule that will stop people buying 2nd homes and holiday lets as our locals are unable to buy here as people from all over the UK are creating empty homes. We need much better community facilities as they are already sadly lacking.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / second homes / community facilities	<p>Comments noted. In terms of second homes, main residences and second homes currently fall into the same use class (c3) and planning permission is not require to move within class C3. Whether the use of a dwelling for commercial letting as holiday accommodation amounts to a material change of use will be a question of fact and degree in each case, and the answer will depend upon the particular characteristics of the use as holiday accommodation. Alternative mechanisms such as licensing and tax premiums on second homes are beyond the scope of the land use planning system'</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 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p>
112 5	No leisure centre in porthcawl and given the proposed house building plan this is some thing that shoukd be considered either a lido and exercise facilities in the open or a pavilion style building housing a gym, changing facilities fir water sports abd wet weather facilities soace fir seasonal events do not see this in the plan or regeneration schene for Porthcawl	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / leisure 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 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area,</p>

			<p>is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>
1128	<p>I believe that there needs to be improved transport links for the town of Porthcawl. Consideration should be given to local schooling, however schools should be developed to encourage children to walk to school. Schools that need additional transport eg school buses to transport children from outside the Porthcawl area only adds additional pressure to a limited access entry to the town not to mention the pollution levels of the environment. Thought need to be given to improving the parking in Porthcawl. If serious thought is being given to the infrastructure then improvements to the roads in and around Porthcawl need serious repair. A multi-storey car park should be built on the car park behind B and M or another location in that area of town.</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / Infrastructure</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). Such requirements include education provision whereby 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.</p> <p>In terms of transport, 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>
1141	<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</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>

<p>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; an excellent example of sustainability and enterprise, provided by a small local business. 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. Economic growth for Bridgend, should optimise facilities for leisure and tourism in Porthcawl, to generate income, rather than focussing on a huge housing project that is unlikely to provide affordable homes for local people.</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 affordable housing, whilst it is beyond the scope of the LDP to control the future occupants of social housing, the Local Housing Market Assessment (LHMA) (See Appenidx 24) identified high need within the settlement of Porthcawl. As such, Policy PLA1 requires development 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> <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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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</p>
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			<p>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>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>
116 1	I do not agree	Disagreement	A lack of information has been provided in order to offer a response.
117 7	big plans for houses no plans for health and leisure facilities	No plan for health and leisure facilities 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>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p>
125 5	plans based mainly on the selling of high density housing are not always appropriate for the site - i am concerned about Salt Lake 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,</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.</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 Salt Lake, development will include a new food store, residential (including affordable housing), supporting commercial uses and leisure (preferred use as 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. Car parking will continue to be provided at the Hillsboro car park to the west of the Regeneration Area. 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>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>
126 0	Learn from other councils in England & Wales, take on board the positive & negative aspects/feedback prior to ploughing on regardless. We need to make	Take on board the negative and positive feedback	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 Development Plans Manual (Edition 3).

	development work for all concerned, not just those in power at present.		<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.</p> <p>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.</p>
126 3	Community services and social facilities are key. Porthcawl lacks places for young people that isn’t a fairground and needs to utilise it’s amazing position as a potential water sports/health and fitness town by having the facilities to back it up.	Porthcawl lacks community and social 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 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site’s south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a “grand” setting for the residential development around the space. Elsewhere on Sandy Bay, smaller “pocket” open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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>
1266	<p>There are no provision of leisure facilities in porthcawl. How about outside gym equipment on the seafront</p>	<p>Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / leisure</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.</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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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>
1268	<p>How is building more houses in Porthcawl rather than leisure facilities creating economic growth? For who? This only provides cash for the council and the town never benefits!!!! No. We don't need more housing. Look at what is already here. We</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>don't want cheaply constructed houses. If there has to be more then they must be eco friendly. Anything you consider for this town must be considerate of the environment and we must have education facilities improved and expanded. We must have leisure facilities. And we need areas for small business- that will boost our economy. Not a load of tiny brick builds.</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>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>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 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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities,</p>
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			<p>potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p> <p>In terms of education, Policy PLA1 will require 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</p> <p>Ecological constraints will be mitigated by retaining and providing suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance.</p> <p>A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. The Renewable Energy Assessment recommends considering installation of a new District Heat Network on this site. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p> <p>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
1498	Fine words, no substance.	No substance	<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>
1499	Quality of life is enhanced by the provision of adequate amenity space. For example, the Porthcalw Regeneration Area falls short in terms of the allocation of open space.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / lack of open space	<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 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. Policy PLA1</p>

			requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.
150 1	O.K. - how to you plan to provide or enforce provision any of these ideals once developers get access to land - at what point do we get educational school & doctors - house 7 or 100? How are you protecting the dune and model village environment, once a tree is cut it cannot be re-placed - similar with re-wilded dunes.	Concerns relating to Strategic Allocation PLA1: Porthcawl Waterfront / infrastructure / environment	<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. A detailed masterplan will need to be developed in line with this and agreed with the Council prior to development commencing.</p> <p>In terms of education, Policy PLA1 requires 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</p> <p>In terms of GP surgeries 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>Ecological constraints will be mitigated by retaining and providing suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance.</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>
150 2	'Growth in housebuilding' does not give you license to build without social responsibility. I have witnessed, first hand, the serried rows of terraced houses in the Valleys, they put you to shame when comparing your 'gallon in a pint pot' building strategy. Where	Concerned with housing growth	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>are your planners? Who are they working for - the people of this town???</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 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.</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</p>
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			will be facilitated through the provision of affordable housing, on-site education provision, public open space and active travel provision.
1507	Affordable housing is needed understandably. However, will this be for local people who are in need of housing and not just people locating from other areas just so the numbers look good to justify proposed development? If study has been done already surely you know who will be housed?	Affordable housing is needed / will this be for local people	<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), 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 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. Deviation from the requirements set out in COM3 should not be necessary and will only be acceptable in exceptional circumstances if it can be robustly demonstrated that site-specific constraints, abnormal costs and/or other viability challenges necessitate a reduction.</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.</p>
438	a pilot program for Community Homes. instead of renting the person would take up volunteering to pay in time to urn towards paying for the freehold of the flat, house while volunteering to better the community as a whole. there is no need to Let or Rent or even Leasehold.	A pilot program for Community Homes	Comments noted. Such initiatives are beyond the scope of the LDP. However, an Urban Capacity Study (UCS) (See Appendix 39) has been prepared of which provides 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 (such as community homes) not specifically allocated in the Replacement LDP.
439	If more people are to live in the Bridgend area, then you need to get the NHS waiting list down Covid has delayed appointments by more than a year. You also need more work here so everyone don't have to commute to Cardiff for work. The town centre needs a big regeneration including some big shops like John Lewis, Debenhams, M&S etc... Currently one has to commute to Swansea or Cardiff to do shopping.	Concerns regarding NHS waiting times / employment / town centre	<p>Comments noted. 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 (See Appendix 13), 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 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 with the Deposit Plan progress.</p> <p>As detailed within the Employment Background Paper, the Replacement LDP evidence base has evaluated a comprehensive range of growth options and analysed the link between different levels of population change and the size and profile of the resultant resident labour force. This has ensured development of a Growth Strategy that is most appropriate to achieve an equilibrium between the number of economically active people remaining</p>

			<p>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 retail, whilst it is beyond the scope of the LDP to control the retail occupants of units within the town centre, new retail, commercial and leisure developments will be focused according to the specified retail hierarchy within the County Borough, with emphasis on town centres first.</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>
441	See previous comment.	No changes proposed	Comments noted.
442	We dont need more private estates in the borough,we urgently need a huge amount of social housing.there are plenty of housing association willing to build but are always outbid by the private developers.its time this was changed.also reign in on the private buy to let racketeers.provide houses for the people that need them not those who fancy a change of scenery	Social housing required	<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), 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 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.</p>

			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.
444	I'm against the travelers coming to Bryncethin. Bryncethin needs more playing fields after the council sold the school fields for more housing the growing village needs playing fields there was planning for three over the common. And my concerns are the amount of traffic that is already crippling Bryncethin with high volumes of traffic going through the village. Having the travellers coming into Bryncethin will only make this worse. It is also historical that once travellers go into areas crime rates goes up. People of Bryncethin don't want this. Bryncethin is a beautiful area to live and I'm sure having travellers come to the village will decrease the values of peoples properties especially those who will be living close by to the plots of land where the travellers will be. We object to the travellers settling in Bryncethin and would appreciate your support in not letting this happen Thanks	Objection to proposed 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.
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 regarding 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.
774	A traveller site would not attract and retain economically active households within the county borough or a sustained and enhanced labour force, comprising skilled, established households. A development such as playing fields / nature park etc would make the area more attractive to	Concerns regarding 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

	people, encourage local groups, bring footfall to the area thereby stimulating economic growth and enhancing employment opportunities for local people.		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.
444	I'm against the travelers coming to Bryncethin. Bryncethin needs more playing fields after the council sold the school fields for more housing the growing village needs playing fields there was planning for three over the common. And my concerns are the amount of traffic that is already crippling Bryncethin with high volumes of traffic going through the village. Having the travellers coming into Bryncethin will only make this worse. It is also historical that once travellers go into areas crime rates goes up. People of Bryncethin don't want this. Bryncethin is a beautiful area to live and I'm sure having travellers come to the village will decrease the values of peoples properties especially those who will be living close by to the plots of land where the travellers will be. We object to the travellers settling in Bryncethin and would appreciate your support in not letting this happen Thanks	Objection to proposed 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.
446	More open and simple communication. More user friendly explanations of projects, plans and even problems faced by the Council.	More user friendly	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 a 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.
447	Make sure that we have considered what other things we can offer to keep residents here. Ensure there is retail, medical help, green spaces to appeal to all residents. Ensure social housing is well maintained and tenants have access to support and advice as well as being checked on regularly to ensure standards and areas are well maintained. We need to have the industry here before we can look at	Ensure there is retail, medical help, green spaces to appeal to all residents / employment	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>increasing housing. Bridgend is a lovely community market town which has lost its magic. Community is everything</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.</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>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. These detailed Thematic Policies are set within the context of SP3 and will enable its implementation, in accordance with the Growth and Spatial Strategy identified within SP1 and Strategic Allocations identified within SP2. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP’s Vision and Objectives for the County Borough. 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> <p>In terms of retail, 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</p>
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448	<p>This project will underline further the creaking and over subscribed infrastructure available in the county (schools being one of the main one). Bringing 850 new families to the area without new primary or secondary schools is not a viable solution.</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</p>

			<p>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.</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 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. Development of this scale 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>
449	Not enough thought on safe cycling - no safe route from porthcawl -bridgend. No electric charging points in porthcawl	Not enough thought on safe cycling - no safe route from porthcawl - bridgend. No electric charging points in porthcawl	<p>Comments noted. Please 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.</p> <p>As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront 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. One such requirement includes 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 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-18.</p> <p>Guidance relating to electric charging points will be subject to a future strategy and Supplementary Planning Guidance. Furthermore, costings of electric charging points have been factored into viability testing.</p>

396	see earlier comments	No changes proposed	Comments noted.
450	Dfinitely needs to be better transport links to the valleys especially the Ogmore and garw valleys - at weekends and evening.	Better transport links to the valleys especially the Ogmore and garw valleys	Comments Noted. Policies contained within the Replacement LDP will look to implement transportation improvements throughout the County Borough, specifically Policy PLA8: Transportation Proposals (See Page 90). This policy sets out a number of transportation proposals of which are allocated and safeguarded from development that would prevent their implementation, including, bus corridor improvements along the Garw, and Ogmore corridor as per Policy PLA8 (1).
452	We need green space	Need 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 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>
453	Could bungalows with small gardens be considered? There never seems to be any new ones built. Also could there be more options for affordable older persons / retirement schemes. Perhaps independent living but clustered together, with a small garden which allows pets ? Somewhere that you would want to live rather than somewhere you have to go because there's no one else?	Can bungalows be considered / more options for affordable older persons retirement schemes	<p>Comments noted. 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 mix of dwellings for new developments (not just large detached dwellings), 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</p>

			<p>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> <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 relate to masterplan development principles and development requirements including the incorporation of an appropriate mix of dwelling sizes and types to meet local housing needs, including a percentage of affordable housing units to be integrated in sustainable clusters of no more than ten units as per the Council's requirements.</p> <p>An Urban Capacity Study (UCS) (See Appendix 39) has been prepared of which provides 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 (such as bungalows and retirement schemes) not specifically allocated in the Replacement LDP.</p>
454	<p>Concentration should be on developing brownfield sites without ruining the green space around our town. Don't just think of the extra council tax you can collect but the direct effect on people's well being and mental health of uncontrolled development.</p>	<p>Brownfield development should be priority</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.</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</p>

			<p>deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed appropriate were included for allocation in the Deposit Plan.</p> <p>Additional long-term 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>
456	Housing and the infrastructure that goes with it will be too much for this area causing stress, ill-health and many other problems.	Concerns regarding infrastructure	<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.</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 subject to masterplan development principles and development requirements (See Deposit Policy PLA3 – Page 71) 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 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>
459	How are 800 houses going to give people new jobs, there's no jobs about anyway	Concerns regarding jobs	<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.</p> <p>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>
460	The wellbeing and health of residents should be a priority as the standard of local leisure services particularly at grass root rugby and football level is lacking. Changing rooms are in a poor state and several need major refurbishment to bring them to be fit for purpose. The areas in question have been well used during lockdown times for walking and cycling So to lose these areas to housing would have a detrimental effect on local people	Concerns regarding local leisure services	<p>Comments noted. Whilst it is beyond the scope of the LDP to improve existing leisure services, the LDP provides the framework to improve such facilities subject to the relevant planning policies.</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 space 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</p>

			<p>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>
461	The scale of investment in infrastructure and services is pure supposition and will not equate to any future housing development	Concerns regarding infrastructure	<p>Comments noted. 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 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>
462	The new infrastructure that would be needed to accommodate the huge numbers of houses being proposed is eating in yet again to the green spaces, the lungs of our world. More cars, more public transport creating MORE pollution. Once gone, these spaces cannot be regained.	Concerns regarding infrastructure	<p>Comments noted. 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 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>
463	This would be a disgraceful use of this greenfield land. The recent pandemic had	Concerns regarding	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

	<p>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.</p>	<p>Strategic Allocation PLA3: Land West of Bridgend</p>	<p>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.</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	<p>I understand the details here and theses will be necessary but need to be provided in the right place. This development is not the right place.</p>	<p>Development is not in the right place</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.</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>
465	This has been promised before, new houses going up in the area but no infrastructure as yet to support the residents meaning existing infrastructure is under pressure	Concerns regarding infrastructure	<p>Comments noted. 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 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>
466	Safe cycle route to school have been promised since before my children started school. First off to uni this year second finishing school next year. More building but nothing for current residence	Concerns regarding the delivery of cycle routes	<p>Comments noted. 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. One such requirement will ensure that on-site and off-site measures are provided for good quality,</p>

			<p>attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel Design. Connections will be required to be made to existing travel routes and new routes should be provide to accord with the proposed routes within the Council's Active Travel Network Maps (See Appendix 29).</p> <p>The delivery of these interventions will sought via developer contributions such S106 with appropriate clauses detailing timings, or any other funding mechanism that the Council will adopt.</p>
467	Develop such policies in areas that need it	Develop such policies in areas that need it	<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>Strategic Policy 3: Good Design and Sustainable Place making (See Deposit Plan – Page 60) will ensure that 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.</p> <p>Additionally, 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>
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>
469	The existing housing lacks fundamental infrastructure more housing will all further pressure	Concerns regarding infrastructure	<p>Comments noted. 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 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>
470	<p>Bridgend dose not need more houses. The abandon house in Bridgend should be fixed up and sold for a profit by the council.</p>	<p>Bridgend does not need more houses</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 apports 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.</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 empty properties, 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>
472	<p>Will travellers bring new opportunities to our village</p>	<p>Concerns relating to Gypsy, Traveller and Showpeople</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</p>

		allocation SP7(2) Land adjacent to Bryncethin Depot	<p>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>
473	I object to the proposed site being used for new housing when the infrastructure and services to support this is not in place.	Concerns regarding infrastructure	<p>Comments noted. 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 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>
474	There would be no room for outdoor exercise due to taking green areas to build houses	No room for outdoor exercise due to taking green areas to build houses	<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, 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.
477	Redeveloping Bridgend town centre as mainly residential would be a cohesive policy.	Redeveloping Bridgend town centre as mainly residential would be a cohesive policy	<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.</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>Development of this scale 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 existing properties, the Council has identified empty homes (including those within Bridgend town centre) 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>

479	<p>This would really affect my health and well-being. Having anxiety makes normal things difficult such as sleeping and driving to work during rush busy periods. My sleeping would be affected due to increased volumes of traffic and my commute to work will be significantly impacted. Park Street; broadlands and Laleston are already extremely busy during peak hours</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.</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> <p>To ensure development is served by appropriate and necessary 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>
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			<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 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 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</p>
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			<p>cycling linkages 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 and BRC9b. PLA3 will also require development to provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR-57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473.</p> <p>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 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>
486	None.	No changes proposed	Comments noted.
487	Sadly home owners look after their property more than renting or social housing occupants. It is unfair to place a high proportion of rented property near private housing	It is unfair to place a high proportion of rented property near private housing	Comments noted. The most recent Local Housing Market Assessment (LHMA) (See Appendix 24) should be used as the primary source of housing need in order to inform an appropriate mix of affordable dwellings on-site, alongside any other relevant local information provided by the Council. Where affordable housing is provided, it should be constructed to Development Quality Requirement Standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing will not be permitted to be obviously segregated through layout, location or design. This is fundamental to ensure delivery of balanced, mixed-tenure, sustainable communities.
489	We have this already. By making the town bigger is turning it into a city with all the problems that come with it on a town budget. It won't work. Stop building and maintain what we have.	Stop building	<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</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.</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>
490	Will the infratructure of areas being developed be improved, ie schools,shops,doctors,road improvements, recreation areas etc	Concerns regarding infrastructure	<p>Comments noted. 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 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>
492	There needs to be more housing in general but also more 3/4/5 bedroom homes rather than keep building two bedroom homes	More 3/4/5 bedroom homes rather than keep building two bedroom homes	<p>Comments noted. The Replacement LDP sets the framework for new housing developments to incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs.</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. Such requirements will include the incorporation of an appropriate mix of dwelling sizes and types to meet local housing needs.</p>

			In order to foster sustainable, mixed and balanced communities, the Council will expect developers to provide an appropriate mix of dwelling sizes and types to meet local housing needs, with reference to the evidence within the latest Local Housing Market Assessment (LHMA) (See Appendix 24). A preponderance of larger dwelling types with four or more bedrooms should be avoided and developments must seek to provide a suitable range of housing types to meet the needs of households in the County Borough.
493	only work if population has a positive contribution to make	Only work if population has a positive contribution to make	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.
494	More social housing affordable homes percentages needed on new sites	More social housing affordable homes percentages needed on new sites	<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), 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 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> <p>In terms of deliverability, high-level viability testing has been carried out (see Appendix 32: Plan-Wide Viability Assessment (2021)), to give certainty that the Replacement LDP and its policies can be delivered in principle,</p>

			<p>taking into account affordable housing targets, infrastructure and other policy requirements. This high-level viability appraisal is further bolstered by site-specific appraisals for those sites key to delivering the Replacement LDP (i.e. strategic sites). The Council has maintained continuous dialogue with respective site promoters to demonstrate that these sites can be delivered through analysis of more specific costs, constraints and site requirements. Unlike this broad assessment, therefore, the site-specific strategic policies (PLA1-5). This dual-faceted approach is paramount to ensure Council's aspirations for delivering high-quality new communities are both realistic and deliverable.</p>
496	<p>Improve cycle routes making it safe for children to cycle, keeping the cycle routes away from the roads.</p>	<p>Improve cycle routes</p>	<p>Comments noted. The Replacement LDP will seek to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps. Well connected developments will assist in promoting the improvement of health and wellbeing by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place.</p> <p>The LDP primarily through Policy PLA12 will ensure that new development has regard to Active Travel routes and proposals to ensure that new development delivers sustainable means of travel for everyday activities.</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 (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. 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>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. Connections will be required to be made to the existing active travel routes and new routes should be provide to accord with the proposed routes within the Council's Active Travel Network Maps.</p>
497	<p>Too much traffic already</p>	<p>Too much traffic</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 (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>
498	<p>Bare bones starter homes could help young people onto the housing ladder</p>	<p>Bare bones starter homes could help young people onto the housing ladder</p>	<p>Comments noted. The Replacement LDP sets a framework for new housing developments to incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs.</p> <p>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), 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 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> <p>Additionally, an Urban Capacity Study (UCS) (See Appendix 39) has been prepared of which provides 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 such development. It serves as a useful resource to developers who are seeking to identify potential development opportunities not specifically allocated in the Replacement LDP.</p>
499	<p>If you place an Aldi and multiple houses on prime real estate where exactly will be left for the future leisure facilities you mention? Isn't Saltlake the perfect location for such leisure and retail, that will help retain Future Generations. Rather than Aldi!</p>	<p>Concerns regarding proposed foodstore and housing on Salt Lake</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. 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>

			<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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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</p>
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			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).
500	Whether children, teenagers, adults or the elderly, please do not discriminate against people with disabilities. It should be a priority that 'bungalow' accommodation be included in any regeneration plan, and that going forward, legislation should ensure that all development applications for mass housing stipulate that a certain number of bungalows are to be built.	Please do not discriminate against people with disabilities – provide bungalows	<p>Comments noted. In terms of new builds with accommodating facilities for different mobilities, 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 mix 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>
501	Prime location and opportunity to enhance a beautiful setting . Put Porthcawl on the map for something other than a fairground, the beach attracts visitors so use this advantage and not waste on affordable housing.	Put Porthcawl on the map for something other than a fairground	<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 1,110 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. Policy PLA1 requires</p>

			<p>development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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>
502	Please ensure that any accompanying infrastructure, recreation facilities etc are secured and adequate for the needs of the community - community engagement is required to understand these needs!	Ensure infrastructure supports new development	<p>Comments noted. 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 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>

			not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
503	More affordable housing within existing applications rather than detached luxury 4 beds	More affordable housing	<p>Comments noted. 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. Such requirements will include the incorporation of an appropriate mix of dwelling sizes and types to meet local housing needs.</p> <p>In order to foster sustainable, mixed and balanced communities, the Council will expect developers to provide an appropriate mix of dwelling sizes and types to meet local housing needs, with reference to the evidence within the latest Local Housing Market Assessment (LHMA) (See Appendix 24). A preponderance of larger dwelling types with four or more bedrooms should be avoided and developments must seek to provide a suitable range of housing types to meet the needs of households in the County Borough.</p>
505	See previous. Porthcawl needs leisure facilities not housing. The plans look grim at best.	Porthcawl needs leisure facilities not housing	<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 1,110 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>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>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>
506	Increased housing may well act as a key driver of economic growth but at what expense?	Increased housing may well act as a key driver of economic growth but at what expense	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

			<p>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.</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>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 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>
507	Transport links to porthcawl need to be carefully reviewed. If increased housing	Concerns regarding	Comments noted. 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

	<p>planned and no increase in jobs in the town then good transport is necessary for work</p>	<p>transport in Porthcawl</p>	<p>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 and regeneration growth will be appropriately directed, of which the main settlement of Porthcawl is considered to be appropriate.</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 1,110 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>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>508</p>	<p>Health focussed provision is not an Aldi. Use it for recreational purposes</p>	<p>Concerns regarding proposed food store in Porthcawl</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</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>
509	Do not take over green spaces/leisure areas with just more houses, look at housing stock already available.	Do not take over green spaces/leisure areas with just more houses	<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.</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 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>
510	This plan destroys the environment	This plan destroys the environment	<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>

512	But that is not factually true .. you build the houses. But the infrastructure to support them drags behind for years !!!	Concerns regarding infrastructure	<p>Comments noted. 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 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>
513	The policies are good but BCBC's current plans do not achieve objectives	The policies are good but BCBC's current plans do not achieve objectives	<p>Support 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>
514	Extra housing is planned for Porthcawl but there needs to be a review of the traffic problems in the town . More houses means more traffic and the development of the salt lake carpark means the cars will be pushed into residential areas due to lack of car parking areas. During the last bank holidays cars were parked on Rest Bay common and grass verges around the portway. What about the active travel and health of people in Porthcawl.	Concerns regarding traffic and parking in Porthcawl	<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</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>As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront 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. One such requirement includes 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 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-18.</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 1,110 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>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>
515	How does it secure improved education provision? I have worked in education for 14 years and this has NEVER been true!! In fact councils keep trying to close schools down. The current recycling and waste collection is terrible and more houses will	Concerns regarding education / waste / employment	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>make this worse. They are given limited time to do their job and the streets are more of a mess on bin day! How will increasing housing supply act as a key driver of economic growth?</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.</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>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 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>
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518	I am supportive of these, noting the need to retain visual heritage across the county, not least the Art Deco heritage of Porthcawl	Need to retain visual heritage across the county, not least the Art Deco heritage of Porthcawl	<p>Support noted. The LDP Strategy recognises that the County Borough has a rich and diverse built heritage and historic environment of which will be protected, conserved and where appropriate enhanced through the SP18: Conservation of the Historic Environment and associated development management policies DNP10: Built Historic Environment and Listed Buildings & DNP11: Conservation Areas.</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. 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>
519	There’s nothing that porthcawl could benefit from with an Aldi. Less parking, less opportunity for local shops and an ugly supermarket sat on the seafront	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</p>

			<p>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	Infrastructure often gets left behind with developers failing to provide promised provisions what will tge Council do to ensure this doesn't happen	Concerns regarding infrastructure	<p>Comments noted. 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 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>
524	No this is just a money making scheme. Where will the jobs come from through this new development? Or leisure facilities?	Concerns regarding new development / jobs / leisure facilities	<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</p>

			<p>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.</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>Policies PLA1-PLA5 detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. Requirements include a series of masterplan development principles and development principles 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>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>
526	<p>Given the location of this site, any housing built here would be out of the price range for most of the residents within Porthcawl, especially first time buyers. There isn't sufficient infrastructure in Porthcawl to provide school places without substantial extension - especially as high school.</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront /</p>	<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</p>

		affordability / infrastructure	<p>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), 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 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>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 30% affordable housing. The development will also be required to safeguard 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</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>
527	expansion is outstripping local resources, sort out the town, bring some life back to in relieve some of the strain on schools and health services, then revisit expansion. I see my environment becoming an ever less attractive place, in the path of ever ongoing expansion of just residential build	Concerns regarding proposed development and infrastructure	<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</p>

			<p>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.</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. Development of this scale 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>
529	<p>Again, this is specifically focused on the Aldi Development in Porthcawl - this decision does not align with the potential many other more ambitious schemes could bring to Saltlake in terms of active, health, cohesive and social communities and we would like to see how the Aldi decision was made in line with these policies .</p>	<p>Concerns regarding proposed foodstore in Porthcawl</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>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	<p>Would need more doctors, dentists, teachers, schools, hospitals, opticians, social workers, police, fire people, ambulance staff etc, etc..... ..</p>	<p>Concerns regarding infrastructure</p>	<p>Comments noted. Whilst it is beyond the scope of the LDP to provide staff in the various services and organisations listed, such bodies have been engaged from the outset of the Replacement LDP process including South Wales Fire and Rescue Service, South Wales Police and the Welsh Ambulance Service. In terms of health, the Council has also 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 with the Deposit Plan progress.</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>
531	<p>Green belt land should remain that for sustained spiritual and mental health.</p>	<p>Green belt should remain</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.</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>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>A review of the exiting green wedge designations in the adopted Bridgend Local Development Plan 2006-2021 has been undertaken (See Green Wedge Review (2021) - Appendix 34) of which considered the need for their continuation in the emerging Replacement Bridgend Local Development Plan 2018-2033. It is concluded that whilst LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary objective of preventing coalescence, other policies have equally been successful in preventing coalescence. Policies in the Replacement LDP will strictly control development in the countryside, open space, biodiversity, landscape and the environment whilst also allocating sufficient land for housing within the Replacement LDP. It is therefore considered that the green wedge policy need not be taken forward as it will not be necessary.</p> <p>Furthermore, the Council has reviewed all settlement boundaries within the County Borough to determine if they are still appropriate in light of the Replacement LDP Strategy and / or would constitute appropriate amendments to existing boundaries. This review (See Appendix 38) has informed settlement boundaries within the Deposit Replacement LDP. Development that is proposed to take place outside of the settlement boundaries and into the ‘countryside’ would be assessed under Policy DNP1: Development in the Countryside (alongside other relevant policies within the Deposit Plan, depending on the nature of the proposal). Policy DNP1 will ensure that the integrity of the countryside is conserved and enhanced. As such, there is a presumption against development in the countryside and only in exceptional circumstances will development be acceptable.</p>
532	Affordable housing is different from social housing. Social housing is a scheme that allows individuals with very little or no income to live in a stable and secure home that can be a foundation for a happy and fulfilling lifestyle. I note the LDP talks about	Concerns regarding affordable housing / 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: 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>affordable housing and homelessness in the same category. I note that the definition of affordable housing is that it is housing that can be acquired, maintained, and enjoyed by individuals and families at less than market value. This is a scheme that allows families to upsize their homes and allow people to buy their first homes. It boosts spending and employment in the surrounding economy, brings revenue into local government and private landlords. The consideration for Sandy bay for any housing in my opinion is not necessary. It is my opinion also that more housing at all within Porthcawl is not necessary. Bridgend County in my opinion has far more appropriate sites that do not impinge on the primary focus of Porthcawl which is tourism. I note that a neighbouring county such as Port Talbot, which does not cater for tourism, has more extensive leisure and recreation facilities than Porthcawl and would example what could be best suited to a tourist town. Tourism in my opinion needs to be promoted and as there is minimal land available to build upon in Porthcawl. Sandy Bay, for example, should be reserved to increase opportunities for employment within the tourism industry and sites outside of Porthcawl used to create affordable, social housing and private build. It cannot be forgotten that Porthcawl does have a relatively high population of elderly people that unfortunately are at the end of their days and these houses when the time is right should be modified, adapted, and renovated and recycled. These in time could be modified for multiple occupation to meet a standard requirement of the LDP if necessary. Protection of Social and Community facilities Without local knowledge Sandy Bay may appear derelict. This is not the case. It services the local community and is considered a valuable resource. Dog walking is prevalent in this area. It is a place were people meet to walk, and talk, it services the disabled as mobility scooters can be used with ease as can wheelchairs, and walking sticks. It is a place parents of young children can walk safely</p>	<p>Porthcawl Waterfront</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>Furthermore, 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 affordable housing, 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>
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<p>with their child without the worry of falling in water such as the only other park area, the wilderness, or the danger of traffic and children running into the roads. They can use pushchairs at the same time allow a young child to safely ride a bike and walk the family dog also. This resource supports not only the physical well being of the population but also the emotional well being. With imagination and local residents contribution of maybe a tree, plant or bush this area could be enhanced to be upgraded to a park. Within such a park consideration could be given to included the much supported provision of a Pump Track for Porthcawl. Many examples of how this would fit in to the LDP on "Pump Track for Porthcawl" Facebook Group. Funding could be obtained if permission was given for part of the land to be used for such a purpose. Examples have been provided where the use of such a facility would be inclusive for the young, the older persons, the less abled bodied, wheel chair use etc. (Please visit this site for inspiration). Have the local authority considered putting a dome feature over the bowl area for indoor use. This could be multi functional and would bring in revenue for events. There are a lot of sporting activities this could accommodate, act as an amphitheatre and many other events with use of imagination. It would take into consideration the extremes of weather that Porthcawl is often subjected to. However I must stress that winter or summer this land is used just as it is now. I strongly object to the building of houses on Sandy Bay because I believe that it is a valuable resource to the community. I object strongly because although I am in the latter stages of my life, I have consideration to future generations. Once this land is built upon it is gone for ever and opportunities and support of family well being will be taken away. There are far more appropriate sites outside Porthcawl which are not primarily tourist town that have land that could meet the requirements of government initiatives. Social and Community Infrastructure. The social infrastructure</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), 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 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> <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 health, 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>In terms of leisure, an area north of the marina 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. It is envisaged</p>
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<p>which should meet the local and strategic needs and contribute toward a good quality of life, would(in my opinion) be unable to be met should the proposed housing development on Sandy Bay (or any other location in the town) take place. The new health centre does not fully meet the current need within Porthcawl and with the increased influx of day trippers, holiday makers, and adding also housing developing increasing the population by thousands, the current provision of health, emergency services, would not meet the need, and place residents and holiday makers alike at risk of harm. It would be a dangerous situation. There would have to be considerable expenditure on health provision, and emergency provision for this to be considered within safe boundaries. As a child protection social worker I am fully understanding of the extent of pressure put on social services during the summer months within a tourist town. Porthcawl is a transient town there are people from all walks of life entering into Porthcawl and drawing on local services as and when needed. More residents are not going to help the situation and will result in the need for additional funding within social services, health, etc. I accept that the LDP includes a new school, however with the already increasing population of the town and my understanding this school is to be in the medium of welsh to meet the criteria for expansion and equality, I believe that the building of this new school, although appropriate, has not considered the ever increasing population of Porthcawl as it stands, let alone the thousands of children that could move into the properties that the LDP plans to build within Porthcawl. There are a considerable number of youths living in Porthcawl however there is an ever-increasing number of young people coming to the town on holiday also. They need recreation, and not their future taken away from them by building more houses. Once the land is gone it is gone for ever. Porthcawl is often windy and rainy and there are no indoor facilities for such days. Camp</p>		<p>that significant public spaces will be created within the Griffin Park Area (incorporating and extending the existing Griffin Park) which forms an arc to the north of the central leisure and residential area. This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p> <p>Furthermore, the land-use plan will ensure that green infrastructure can be 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. <p>In terms of education, Policy PLA1 requires that 1.8 hectares of land is designated to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school primary as required by the Location Education Authority. The financial contribution (including timing and phasing thereof) will be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG.</p> <p>In terms of bridal ways, such matters are beyond the scope of the LDP. However, please contact the Council's Rights of Way Section to resolve any queries that you may have.</p>
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<p>sites, and holiday accommodation around Moor Lane has increased, and there are new camp sites on road out of Porthcawl toward Pyle, Zig zag lane is also very popular and many young people visit. As Porthcawl is a tourist and transient town these too need consideration. PROVISION OF RECREATIONAL FACILITIES Local Authorities have a duty of care to the residents within their borough. Leisure and play have been evidenced to show to help with wider psychological and cognitive wellbeing, physical health, and quality of life. It is accepted that money has been spent of cycle track but it is still not usable without placing the public at risk of harm during summer months. People are mingling with cyclists; car doors are opened onto cyclists, dogs are being injured, risk to deaf and blind and the roads are far too busy to safely ride a bike specifically children. It needs to be considered that with the introduction of the electric car which is very quiet also increases risks. I fail to see how this situation can be improved. There is evidence from social media that the residents and tourists alike have a range of ideas for recreation facilities that they feel is required in Porthcawl. Consideration of keeping Sandy Bay only to support tourism and recreation would link in with the 1946 covenant and would demonstrate commitment of BCBC to provide meaningful recreation and consider whole heartedly the health and wellbeing of the residents, tourists, and future generations. I have concern as a horse rider that the bridle ways are being removed, and that there is no commitment from highways to reduce the speed of traffic through the local lanes where people take sort cuts particularly during the summer months, placing young children on ponies at risk of harm, parents with pushchairs etc walking are at risk, particularly in zig zag lane where the name describes the hazards. Even though the meetings have taken part with the highways department the response is "until someone has been killed there is nothing they can do." I know that the local authority, under the</p>		<p>The Council is the freehold owner of most of the land to be used in the development. Much of the land is unoccupied and derelict. The local authority has entered into an Agreement with the owner of another substantial areas of land to be used in the development. The Agreement requires the joint marketing and disposal of all of the larger area of land to be used for the development to either a single or to multiple developers. The Council therefore aims to work jointly with those developers to improve the quality of life of those living, working or otherwise involved in the community life of their area.</p> <p>The former Sandy Bay Caravan Park which forms the majority of the land owned by the Council in the area intended for development was acquired by the Council for the purposes of public walks, being purposes set out in section 164 of the Public Health Act 1875, and section 4 of the Physical Training and Recreation Act 1937. The acquisition took place following the confirmation of the Porthcawl Urban (Newton) Recreation Ground Confirmation Order 1948 which authorised compulsory purchase acquisition of the land for those purposes. The land is accordingly held pursuant to a statutory trust imposed by section 10 of the Open Spaces Act 1906 to allow, and with a view to, the enjoyment thereof by the public as an open space within the meaning of the 1906 Act.</p> <p>The Council wishes to transfer the land from its current use to a use for planning purposes. This process is known as land appropriation. Under Section 246 of the Town and Country Planning Act 1990 planning purposes means reference to any purposes for which land can be acquired under (in part) Section 226 and Section 227 of the Town and Country Planning Act.</p> <p>The Council has a general power to appropriate land under the provisions of Section 122 of the Local Government Act 1972. Under this section a Council may appropriate land owned by the Council which is no longer required for the purpose for which it is held for any other purpose for which the Council is authorised by statute to acquire land. The Council is authorised to acquire land under Sections 226 (using compulsory powers of acquisition) and 227 (by agreement) of the Town and Country Planning Act 1990.</p> <p>In reaching a decision to appropriate land the Council must decide that the land is no longer required for the purpose for which it is currently held and in making that decision the Council must consider the public need within the area for the existing use. This report gives a detailed outline of the development proposals for the area including the Council's land. The Council's land is required for purposes of development, re development and improvement.</p> <p>Further detail can be found on Meeting of Cabinet Agenda item 692 (Tuesday, 20th July, 2021, 14:30) - https://democratic.bridgend.gov.uk/ieListDocuments.aspx?CId=141&MIId=4098&Ver=4&LLL=0</p>
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	<p>All Wales Child Protection Procedures have a duty to protect and prevent harm to children and young people yet their neighbouring departments of the local authority, i.e. highways, are not considering the risk they are feeding into by not addressing the ongoing problem. This needs to be considered within regeneration and departments need to work in partnership. I feel very strongly that such issues need to be address urgently as otherwise it makes a mockery of regeneration. Beeping horns do not get rid of the obstacle around that bend. There is nowhere to go It is my opinion that BCBC do not support horse-riding as a recreation even though there was a meaningful consultation and deputation that went to the welsh office. The bridle way was approved but because of an administration error was swiftly taken. It was noted and I hold evidence that the local authority was manipulative in their approach of consultation when the whole process was required to start again. I took photographs of the notices on the posts, which were placed in locations that not many of the public would have seen.</p>		
533	<p>Land is at a premium, this does not mean multifloored apartment blocks are the answer as these are typically not in keeping with surrounding properties. Its recognised that LDP covers future land usage, however relationship between land available & number of dwellings is concerning when considering 1277 dwellings for PLA1. Should the LDP actually dictate the size / type of dwelling in each area covered ?</p>	<p>Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront</p>	<p>Comments noted. In terms of the proposed development of Porthcawl Waterfront (PLA1), site specific plans have not been finalised as of yet, however a Placemaking Strategy envisages development to consist of a range of housing typologies of which are considered suitable in this location. Development is envisaged to 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. Any development will be required to be of exceptional quality to ensure that coastal views are enhanced rather compromised with inappropriate 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> <p>The following factors have also been considered in determining the appropriate density level for the site:</p> <ul style="list-style-type: none"> • The capacity of existing and proposed roads and junctions; • The provision of parking in the area and in the town as a whole;

			<ul style="list-style-type: none"> • The impact upon local services and schools; • Especially the changes that any increased numbers of properties would have on the character of the town; and • The key Government objective to optimise housing densities on brownfield sites. <p>This careful examination of all relevant factors suggests that the proposed number of units could be provided within the regeneration area, while ensuring that appropriate and useful areas of open space established; and there is comprehensive regeneration involving numerous other activities and uses within the waterfront area.</p>
493	wishful thinking	Wishful thinking	Comments noted. Considered non-material without rationale.
378	House building is and always has been the holy frail for BCBC, to the detriment of everything else. Building 11 or 12 hundred houses in Porthcawl is not placing people close to where they work because Porthcawl and the surrounding area is sadly lacking in large numbers of meaningful job opportunities.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfont	<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 Waterfont, 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</p>

			<p>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. Policy PLA1 requires development of Porthcawl Waterfront to Green Infrastructure and Outdoor Recreation Facilities in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance. s of open space. It is envisaged that significant public spaces will be created within the Sandy Bay element of the development, predominately within the Griffin Park Area (incorporating and extending the existing Griffin Park). This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</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>
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535	to be agreed by 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

			<p>Members of the Senedd. As the consultation progressed, additional representors were informed of and added to the database upon request.</p> <ul style="list-style-type: none"> • 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	How can Bridgends economic growth grow when the Welsh government have already lost "Ford" and "INEOS" along with poor road routes into South Wales M4 Newport corridor	Concerns regarding employment	<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.</p> <p>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. Whilst it is beyond the</p>

			scope of the LDP to retain businesses and employers, policies within the plan will enable a range of different sites to come forward in order to meet the identified need.
540	No more houses are needed in an already overpopulated area	Objection to proposed housing developments	<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 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 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>
541	There is no economic growth or cohesion in Pencoed because there is nothing there. There is no town centre to speak of therefore how is the local economy benefitting apart from BCBC raking in	Concerns regarding Strategic Allocation PLA4: Land East of Pencoed	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>council tax. You're not helping local businesses. Pencoed is a commuter town, people will take their money elsewhere. This is a very very poorly thought through plan.</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.</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, all of which seek to contribute and address the identified key issues and drivers identified through the Replacement LDP preparation process. 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 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 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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			not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.
543	<p>Any new properties build in Bridgend need to be tightly controlled. Planning should not be granted if there isn't an intention to include community assets such as health (doctors etc.) and leisure facilities (e.g a gym or children's facilities). In recent years, I personally feel that house building has gotten out of control with little thought of whether the families that move in can access a doctor's surgery, dentist or school for their children. This needs to change going forward as it cannot continue if we are to have a healthy, productive population in Bridgend. In addition to this, the future intentions of properties need to be looked into (e.g what are developers doing with them once building ends) - there seems to be a huge amount of rental properties here so that many struggle to get onto the housing ladder.</p>	<p>Concerns regarding infrastructure to support housing developments</p>	<p>Comments noted. 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. Development of this scale 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> <p>In terms of health 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 with the Deposit Plan progress.</p> <p>Whilst it is beyond the scope of the LDP to control and manage home ownership, the LDP will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions. This has been informed through the preparation of an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 23). 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 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. 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.</p>
544	<p>similar to my previous points, I hope that the development of housing is well thought out and that the facilities provided are able to support this.</p>	<p>Infrastructure needs to support development of housing</p>	<p>Comments noted. 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. Development of this scale 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>

			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.
623	WHO WROTE THGIS F***** CRAP? IT IS MAKING ME ILL.	Concerns regarding the plan	Comments noted. This representation is not considered appropriate for response.
636	Continued building on the outskirts of the town will take away opportunities for individuals to take advantage of green, healthy and exercise promoting routes, otherwise all that happens is the population jump into their cars to seek out these opportunities, creating other pollution issues. Social communities are not necessarily exclusive to houses built on green field areas.	Concerns relating loss of green space, traffic, and pollution.	<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>
638	Please ensure that the development of housing to meet future housing needs includes assessing the state and location of housing that already exists. Is there housing that can be refurbished/repurposed, or areas that can be financially supported for renewal, which would reduce the overall number of houses that would need to be built? Focussing on providing the amenities and facilities to promote active, healthy, cohesive, and social communities is where	Concerns relating to re-use of existing housing stock, as well as provision of new facilities.	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>this strategy should begin, and let the need for housing be determined by the outcomes.</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.</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>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 with the Deposit Plan progress.</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>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>
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639	More affordable housing needed in pen y fai	Comments relating to the provision of affordable housing in Pen Y Fai	<p>Whilst the Council cannot ultimately control the occupancies of new homes, new housing developments must incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs.</p> <p>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), 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 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>
438	Internet nationalised nationwide.	Comments relating to the provision of nationalised internet provision.	<p>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 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	We are desperate for a pool whether that is indoor or outdoor. You only have to look at the growth in swimming here to understand that. Pyle pool is not a solution - it is not close enough and it's tired and ugly. Build something in Porthcawl and it will be used	Comments relating to the provision of a new public swimming pool, as well as concerns regarding	<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 1,110 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</p>

	<p>by 1000s of people every week. We will need improved infrastructure, extra houses will affect the entire town. How will the local medical centre cope? It's already impossible to get an appointment. Parking? people park on double yellows and illegally already but never get tickets. The majority of people who get tickets are those in car parks.</p>	<p>infrastructure and parking in relation to PLA1.</p>	<p>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>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>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> <p>A sound and robust Parking Strategy will be critical to the success of the regeneration of Porthcawl Waterfront. That strategy will be set in the context of Planning Policy Wales of which states that a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. It will also recognise that there are a limited number of peak days each year when demand is particularly high and that it would be unrealistic to provide for this demand within the core of the development. To do so would sterilise valuable development land to provide parking that might only be needed on approximately 10 days each year.</p>
643	<p>Again no mention of increased health and elderly care provision. More homes nearer jobs. What jobs? More places closing than opening. Consolidate what's existing and provide jobs, green spaces, health provision to a very ugly town. Get off the train in Bridgend and its an horrific dump! How can that impression attract new jobs and businesses?</p>	<p>Comments relating to provision of health care, employment and green spaces.</p>	<p>In terms of health, the Council has also 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 with the Deposit Plan progress.</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.</p>

			<p>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>
644	Affordable housing for families and first time buyers. There are enough luxury properties around. First time buyers need a helping hand	Comments relating to provision of affordable housing.	<p>Whilst the Council cannot ultimately control the occupancies of new homes, new housing developments must incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs.</p> <p>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), 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 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,</p>

			<p>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>
645	<p>increase in housing stock, good idea but poor services in Ogmere would preclude it without clear and hard evidence of positive change.</p>	<p>Comments relating to the provision of housing stock and services.</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>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 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</p>

			<p>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.</p> <p>The Ogmere 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.</p>
646	<p>I am very happy with the development of cycle and pedestrian friendly routes which was long overdue. Having seen the terrible birth of the Brackla estate I'm happy to see that lessons were learned in the design of Broadlands (if not perfect). All facilities including transport, local shops, schools, medical facilities, ... have to be included in new developments from the start.</p>	<p>Comments relating to provision of cycling routes and infrastructure.</p>	<p>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 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.</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>

			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.
647	Agree with the principle.	No changes proposed	Support noted.
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	no	No changes proposed	Comments noted.
651	It would be interesting to know if there are plans to build a new health centre within the locality of this new purposed development. The new Bridgend Practise Group is already over stretched and the chance of getting an appointment to actual see a doctor or at best speak to one is like winning the lottery. With an increase of 850 more households signing up for the existing doctors surgeries that already are over loaded with patients, will be at breaking point. I am sure that this would also be true of the extra pressure that would be put on the Princess of Wales hospital.	Comments relating to the provision of a new health centre.	<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> <p>In terms of health, the Council has also 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 with the Deposit Plan progress.</p>
547	The educational provision has to be key. There are oversubscribed schools now which will become worse with further development unless new school provision is delivered at the same time as housing. Open green spaces should be promoted to be kept and not all land grabbed for housing.	Concern over infrastructure delivery – particularly education and open space	<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</p>

			<p>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>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 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>
555	There needs to be more partnership working	No changes	Comments noted.
565	<p>Previous covers points of High population density- lack of sleep allowing cockerals/s in densely populated housing estate-worse than irresponsible dog owners-tipping point exceeded -little enforcement of household backgarden fires lower air quality affecting health-one must go back indoors- lower quality of life and health. In 2021 should not be happening, current policy is to send a large form to complete. What is required is an immediate response to the fire etc. During covid ive seen the enjoyment of all ages getting away from covid ie Llangewydd lane- woods - and the green spaces in this area- a direct walk to the cemetery also-.dangerous as the lane has as no pavenment - These areas must be enhanced not destroyed- cohesion is being undone as it is.some points precviosly said. Capacity has been exceeded. Golden rule when tipping point is reached crime only increases with lower quaility of life in all areas. Building policy currently appears to sacrifice an area to the advantage of others- not equitable. All new building should take in the unique surrounding green spaces as a priority - over what it can get monetarily and not build on pristine greenbelts as said should be enhanced- protected- a happy society is a better society and equals lower police costs in the future, One of many examples-that amazes me personally given the EXPENSIVE schemes costing millions in Bridgend is no one has put forward the most obvious changes in something as</p>	No changes – concern over level of growth	<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>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>simple as a public foot path say from Pen-y-fai to Brytirion comprehensive school. For a great many years since when the school was built in the 1970's- today no safe path exists for pupils walking the dangerous road which has blind spots- a single lane humped bridge and 90-degree blind bend railway bridge- muddy verge on steep hill (directly to the school at the top). No community policy since the 70's here. Foreign policy not Local policy possibly regarding Bridgend Council with the river Ogmore suspended walkways conveniently sited opposite the council offices.</p>		
566	<p>Who will be responsible and accountable for the infrastructure, the council or the developer as there appears to be a mismatch between the two, when it comes to snagging issues or who is even responsible for roads, pavements, green spaces and even litter collection .</p>	<p>Concern over infrastructure delivery</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 IDP also identifies who will have responsibility for delivering the infrastructure. In most cases, where this relates to items of infrastructure deemed necessary to enable new development proposals to proceed, the responsibility will fall on the developer. In certain case, future maintenance may fall on the Council but this would be determined at the Development Management stage.</p>
568	<p>PLA5 SP3 Land East of Pyle; 15% proportion of affordable housing seems low. PLA3 land west of Bridgend, stringent protection of existing natural habitats required.</p>	<p>Concerns over PLA5 affordable housing at (Land East Pyle) and PLA3 Protection of natural habitats (Land West of Bridgend)</p>	<p>A Plan-Wide Viability Assessment (See Appendix 32) has informed the Replacement LDP to ensure the Plan provides an appropriate contribution to affordable housing provision, through the setting of viable thresholds and targets. This assessed broad levels of development viability across eight Housing Market Areas (HMAs) within the County Borough. Viability was tested for a range of different site typologies across each HMA, reflecting an appropriate affordable housing contribution and locally derived housing mix. All appraisals were undertaken to reflect costs and values at a fixed point in time, having been informed by a series of detailed discussions with a local representative steering group from January to September 2020. The scenarios appraised in the Plan-Wide Assessment will therefore not necessarily match any future actual development due to changing variables and/or specific development costs that may arise on certain sites. However, the scenarios do provide a robust basis to inform policy development based on a series of robust assumptions discussed at length with the steering group. The Assessment ultimately identified broad development viability across the different HMAs, detailing the extent to which sites in different areas can contribute to the delivery of infrastructure, affordable housing and other LDP policy requirements. These requirements are reflected in Development Management Policy COM3.</p> <p>The Plan-Wide Viability Assessment is further bolstered by site-specific appraisals for those sites key to delivering the Replacement LDP (i.e. strategic sites). The Council has maintained continuous dialogue with respective site promoters to demonstrate that these sites can be delivered through analysis of more specific costs, constraints and site requirements. These requirements are reflected in the site-specific strategic policies (PLA1-5), hence the provision of 15% affordable house deemed to be required by Policy PLA5.</p>
569	<p>The area has lots of empty properties that have been pushed into disrepair. These need to be developed and repurposed as affordable property. If prosperities are being</p>	<p>Empty properties should be used to increase affordable housing</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 Local Housing Market Assessment (LHMA, Appendix 23). The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These include capital grant funding</p>

	constructed, it seems one and two bed properties to give younger single people staying or returning to the area an opportunity to purchase.		<p>(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> <p>The findings of the LHMA in relation to the tenure and size of accommodation in a particular area will be used to inform conversations with developers at pre-application stage of the planning process.</p>
582	Although the housing will act as an economic driver. The transport infrastructure is very old and not suitable for the economic growth plans laid out. Green spaces need protected from redevelopment, otherwise you will be reliant on flood land and hill space for activities opposed to current flat recreation spaces such as Newbridge and Pandy Park	Opposed to development on green spaces, transport network needs improving	<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> <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>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>In terms of the 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>
592	Our local health Centre us already stretched to capacity. Especially in summer this should be assessed before the housing developments	Concern over infrastructure delivery - particularly health	<p>In terms of GP surgeries 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.</p> <p>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.</p> <p>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>

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	Yes	None	Comments Noted
600	Why you only build rabbit hutches	None	Comments Noted
601	There is very little for children in the area and little health and facilities so maybe rather than factory or office units let's look into other options	Concern over infrastructure delivery	<p>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. Sites will be required to deliver affordable housing, education provision, recreation facilities, public open space, active travel provision plus appropriate community facilities.</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>
606	Better medical facilities health centres rather than single surgery's.	Concern over infrastructure delivery	<p>In terms of GP surgeries 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.</p> <p>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.</p> <p>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>
607	Perhaps if there was improvement on current facilities, roads, infrastructure, schools etc, and new housing created on current brown spaces rather than green spaces, communities would be more inclined to stay in the area, hence encouraging a young skilled workforce to	Concern over infrastructure delivery	The distribution of growth is 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

	<p>grow without development on environmental delicate areas.</p>		<p>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 Policy SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</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>
609	<p>Seems like you need to actually talk to other sectors, to ensure sufficient infrastructure, health and education systems are being put into place at the same time as future developments are being carried out. Currently, houses are being built when the roads cannot cope with the increased volume of traffic, and NOTHING is being done (case in point - Tondu - with the new housing development and shops). This area is a nightmare most of the time, and absolutely horrendous the rest of the time. Many accidents have happened there, and STILL nothing is being done, yet building of a further 450 houses will soon commence. That is just madness. No provision for further Doctors surgeries/Dentist etc, and the current ones in Sarn and AberKenfig simply cannot cope. Situations such as these NEED to be addressed right through the Borough as this is not an isolated case.</p>	<p>Concern over infrastructure delivery</p>	<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.</p> <p>In terms of GP surgeries 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.</p>

			<p>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.</p> <p>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>
615	There is not enough information to comment on this at the moment	Concerned about Public Consultation – lack of information	<p>Comments noted.</p> <p>The LDP Deposit Plan Consultation Document is accompanied by 40 evidence base studies and 18 Background Papers. 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>
618	The growth in house building has NOT resulted in growth in infrastructure in this area, the Senedd has just put a stop to any new road building, not everyone can walk or cycle to work or for socialising!!!	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.</p>
622	As Labour are back in charge it looks very likely that they will continue to waist council tax payers money funding silly projects in Wales. We need lower council tax, better infrastructure to all area's right up to the valleys. everyone must play their part including greedy landlords who own quite a bit of Bridgend town but who do not keep	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>their buildings up to a high standard and instead let them fall apart so that the council can give a few back handers to get the buildings back to normal! don't think you are not being watched.</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>
657	<p>Curb ant more building in Brackla preserve the green spaces</p>	<p>Against any development in Brackla and protection of open spaces</p>	<p>Comments noted.</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>
669	<p>Save the Coity graveyard</p>	<p>None</p>	<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>
696	<p>In other words ramming housing into unsuitable areas, hence the idea of building houses on sand dunes</p>	<p>Against level of growth</p>	<p>Comments noted.</p> <p>The distribution of growth is 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 Policy 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 .</p>
697	House building must consider new safe cycle and walking routes	Supports more Active Travel provision	<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>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>
698	Affordable private housing for local people	Supports Affordable housing provision for local people	<p>With a sustainable boost to housing supply, the LDP Growth Strategy will provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development is planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential schemes (refer to Appendix 32 - Plan-Wide Viability Assessment). This will enable the right types of affordable housing to be secured and made accessible to those in housing need, in accordance with the findings of the Local Housing Market Assessment (LHMA, See Appendix 24). This is especially noteworthy given that the LHMA identified need for 5,134 affordable housing units over the plan period. The Replacement Plan seeks to address affordability by delivering affordable housing to meet identified need, extending housing choice in the Valleys areas, and creating places with a balanced mix of housing that promote sustainable, active travel opportunities. All of these issues can be addressed through the LDP Growth Strategy, thereby maximising scope to deliver socially balanced, mixed tenure communities when balanced against deliverability, sustainability and the need to pursue an equilibrium between dwelling and employment provision.</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 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. Likewise, it is beyond the scope of the LDP to control the occupants of affordable housing.</p>
700	In view of the need for more housing I hope that in a seaside town like Porthcawl, there will be ample parking facilities because in high summer Porthcawl is taken over by inconsiderate visitors who park any where. An example of this was when dozens took over the common at Rest Bay ignoring the	More parking facilities required in Porthcawl	<p>Comments noted.</p> <p>Strategic Policy 5: Sustainable Transport and Accessibility (See Appendix 1) 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>

	links are pretty dire and employment prospects, nil without substantial investment in every way.		<p>demonstrates the largest capacity to accommodate regeneration-led growth within the Valleys communities. There are individual sites within this area that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking. However, it is acknowledged that some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to facilitate delivery.</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>
763	Leisure and sporting facilities are poor in Porthcawl and should be grown	Concern over lack of leisure facilities in Porthcawl	<p>Comments noted.</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 1,110 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 leisure, an area north of the marina 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 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. It is envisaged that significant public spaces will be created within the Griffin Park Area (incorporating and extending the existing Griffin Park) which forms an arc to the north of the central leisure and residential area. This extension of Griffin Park could be utilised for events and activities, potentially including the fair. A significant expansion of Griffin Park, to provide amenities for the residential area, is key to the development framework. The expanded Griffin Park, in turn, leads to the Relic Dunes on the site's south-eastern edge. A large linear tapered public open space/residential square is proposed to spring from the Relic Dunes and provide a "grand" setting for the residential development around the space. Elsewhere on Sandy Bay, smaller "pocket" open spaces will be provided. Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) will also be incorporated within these areas of open space. However, exact locations of open space will be determined at the formal planning application stage. The seafront will also be clearly defined by the introduction of a potential recreational route along Sandy Bay that links seamlessly with the Eastern Promenade.</p>

769	Too high level for comments, public need an appropriate consultation...not this	Concern over lack of 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 the approved Delivery Agreement (See Appendix 5), 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 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 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, 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 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 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 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 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 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. • Posters were sent to all Town and Community Councils to display on their notice boards. <p>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</p>
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770	<p>An increase in housing supply is unfortunately necessary but I hope it will consider the needs of low income families and those working in the gig economy who have no job security. Too much social housing is aimed at those in secure employment. In Porthcawl there is a desperate need for more rented accommodation that is affordable and allows local people to stay in the area. I am concerned that an increase in housing supply here will simply lead to more holiday home owners and less real opportunities for local people</p>	<p>Concerned over provision of affordable rented accommodation in Porthcawl</p>	<p>The Council has prepared an updated Local Housing Market Assessment (LHMA) for the County Borough (See Appendix 24). 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), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas.</p>
776	<p>New homes would only provide more money for the Bridgend Council coffers.</p>	<p>None</p>	<p>Comments noted</p>
438	<p>Police hubs, local transport police and patrolling assistants for the care of vulnerable people including homeless people to insure that if a referral to a hospital services/mental health units are needed then that would be positive way forward.</p>	<p>Concern over lack of support for vulnerable people</p>	<p>Comments noted.</p> <p>This is beyond the scope of the LDP, however South Wales Police are a statutory consultee and have been engaged at all stages of the production of the Replacement LDP.</p>
786	<p>If that means that the developers can build fancy houses to jack up the prices then I see it as never accomplishing the prime objective because people will not be able to afford them. On the other hand, if modern methods of build mean better, environmentally friendly, cheaper to run housing for a family to single-occupancy living at an affordable price, it's a good target to aim at.</p>	<p>Support policies that encourage greater energy efficiency provided house prices remain affordable</p>	<p>Comments noted.</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>With a sustainable boost to housing supply, the LDP Growth Strategy will provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development is planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential schemes (refer to Appendix 32 - Plan-Wide Viability Assessment). This will enable the right types of affordable housing to be secured and made accessible to those in housing need, in accordance with the findings of the Local Housing Market Assessment (LHMA, See Appendix 24). This is especially noteworthy given that the LHMA identified need for 5,134 affordable housing units over the plan period. The Replacement Plan seeks to address affordability by delivering affordable housing to meet identified need, extending housing choice in the Valleys areas, and creating places with a balanced mix of housing that promote sustainable, active travel opportunities. All of these issues can be addressed through the LDP Growth Strategy, thereby maximising scope to deliver socially balanced, mixed tenure communities when balanced against deliverability, sustainability and the need to pursue an equilibrium between dwelling and employment provision.</p>

676	Quality of life will not be enhanced by building on our green spaces it's time to stop expanding	Greater protection of green spaces	<p>Comments noted.</p> <p>The distribution of growth is 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 Policy 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 .</p>
792	There should be higher priority given to health and fitness education and training involving the whole community so any building development must include community facilities in this regard. All new housing should incorporate wi-fi and solar panels.	Support provision of social and community infrastructure	<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>In terms of the Strategic Development Sites, Policies PLA1-PLA5 detail the site specific requirements including masterplan 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. Sites will be required to deliver recreation facilities, public open space and appropriate community facilities alongside affordable housing, education provision, and active travel routes.</p>
880	Sorry don't agree with this. Bridgend is developing into a satellite town for Swansea and Cardiff were we, the residents, suffer all the increased pollution and lost of green sites with out any benefits to the town or our local amenities.	Opposed to Bridgend becoming a satellite town	<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>This Growth Option would provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will</p>

			<p>prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is still therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>The projected increase in the working age population and the linked dwelling requirement underpinning this LDP will provide significant scope for residents to live and work in the area, supporting growth of up to 500 jobs per annum. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected, a balance that is required by PPW.</p>
900	We would need more medical services of doctors, dentists, physiotherapists, hospital beds and improving the town centre.	Concern over infrastructure delivery – particularly health	<p>An Infrastructure Delivery Plan (IDP) has 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 transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>With particular reference to health facilities, 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>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>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>
901	All ready stated	None	Comments noted
954	Housing land should not go to private market since they sit on there ass for decades refusing to build any housing at all. We need more disabled housing and the bedroom tax needs to go.	Concerned over housing delivery and more affordable friendly housing required	<p>With a sustainable boost to housing supply, the LDP Growth Strategy will provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development is planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential schemes (refer to Appendix 32 - Plan-Wide Viability Assessment). This will enable the right types of affordable housing to be secured and made accessible to those in housing need, in accordance with the findings of the Local Housing Market Assessment (LHMA, See Appendix 24). This is especially noteworthy given that the LHMA identified need for 5,134 affordable housing units over the plan period. The Replacement Plan seeks to address affordability by delivering affordable housing to meet identified need, extending housing choice in the</p>

			<p>Valleys areas, and creating places with a balanced mix of housing that promote sustainable, active travel opportunities. All of these issues can be addressed through the LDP Growth Strategy, thereby maximising scope to deliver socially balanced, mixed tenure communities when balanced against deliverability, sustainability and the need to pursue an equilibrium between dwelling and employment provision.</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>
960	<p>Enacting previous LDPs has shown that Planning has failed spectacularly to achieve investment to ensure adequate infrastructure to cope with increased houses and residents, including GP/s dentists, roads, active travel routes, affordable housing levels and facilities. far from providing additional benefits for local communities section 106 monies are at pitiful levels and used for BCBC projects, and often do not benefit the communities which are being affected. Coleman Vale being a recent case in point. There is no confidence that Planning department or BCBC will be able to improve obtain levels of investment for infrastructure when it has failed to keep pace with previous development and is already behind the curve.</p>	<p>Concern over infrastructure delivery</p>	<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.</p> <p>In terms of deliverability, high-level viability testing has been carried out (see Appendix 32: Plan-Wide Viability Assessment (2021)), to give certainty that the Replacement LDP and its policies can be delivered in principle, taking into account affordable housing targets, infrastructure and other policy requirements. This high-level viability appraisal is further bolstered by site-specific appraisals for those sites key to delivering the Replacement LDP (i.e. strategic sites). The Council has maintained continuous dialogue with respective site promoters to demonstrate that these sites can be delivered through analysis of more specific costs, constraints and site requirements. This dual-faceted approach is paramount to ensure Council’s aspirations for delivering high-quality new communities are both realistic and deliverable.</p>
969	<p>I support in principle but it is not clear what will be provided actually.</p>	<p>No changes</p>	<p>Comments noted.</p>
594	<p>If you as a council want to meet the needs of those that are homeless or are unable to get their first steps on the housing ladder</p>	<p>Concerns over provision of affordable homes</p>	<p>With a sustainable boost to housing supply, the LDP Growth Strategy will provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development is planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential</p>

	then have a large chunk if this LDP put given to V2C to build affordable houses on a rent to buy scheme, I also suggest that no person that currently owns a home that is not for sale be allowed to purchase any of these homes including their partners should they try that route, second homes create homeless local people	and 2 nd home ownership	<p>schemes (refer to Appendix 32 - Plan-Wide Viability Assessment). This will enable the right types of affordable housing to be secured and made accessible to those in housing need, in accordance with the findings of the Local Housing Market Assessment (LHMA, See Appendix 24). This is especially noteworthy given that the LHMA identified need for 5,134 affordable housing units over the plan period. The Replacement Plan seeks to address affordability by delivering affordable housing to meet identified need, extending housing choice in the Valleys areas, and creating places with a balanced mix of housing that promote sustainable, active travel opportunities. All of these issues can be addressed through the LDP Growth Strategy, thereby maximising scope to deliver socially balanced, mixed tenure communities when balanced against deliverability, sustainability and the need to pursue an equilibrium between dwelling and employment provision.</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>
977	Ensure quality buildings and adequate leisure incorporated into scheme	Support policies to deliver 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. 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>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>
988	New houses will not necessarily lead to an increase in quality of life or spending for the current Borough inhabitants. If houses are built in appropriate places on a modest scale, with excellent quality of construction and design, and if they are well integrated into nature and the existing town, then I accept this. But if the plan is to mass build estates with nothing on them except for	Sustainable design and good placemaking needed to ensure integration of new development with existing communities	<p>The Spatial Strategy of the Replacement LDP (See Appendix 43 – Background Paper 3 – Spatial Strategy Options) ensures that 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;

	<p>bland, lifeless, single family houses as far as the eye can see, car dependant and boring houses, then I believe this is utterly the wrong thing to do. Unfortunately, this is what appears to have happened in Brynmenyn and Coity. The shops aren't close enough, and the houses are arranged so that walking distances are much longer than as the crow flies, so people always end up in their cars. Sustainable, reasonable and high quality houses, and streets (maybe even with some trees) are the only thing I can accept as responsible development.</p>		<ul style="list-style-type: none"> • 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> <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. 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>
1004	<p>Unless this is done in line with infrastructure such as sewer and water development and provision it won't happen</p>	<p>Concern over infrastructure delivery</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>
1010	<p>Our natural areas and historical landmarks should be protected</p>	<p>Concern over protection of natural and historic environment</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</p>

			<p>landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green infrastructure, nature conservation and natural resources protection and public health.</p> <p>Similarly, Policy SP18 of the Deposit LDP affords protection to historical landmarks and ensures that 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 must be fully considered through the preparation of a heritage impact assessment and statement at the earliest opportunity as part of the planning process. The most important historic assets often have statutory protection or are included in formal registers which identify them as being of special historic interest. A number of statutorily and non-statutorily recorded heritage assets are located within the County Borough as outlined in SP18. Bridgend County Borough Council strongly value these heritage assets, and any development proposals which affect them, or their settings, must take full account of the relevant but separate legislation and national best practice guidance.</p>
1023	You are considering building on the main fields where people exercise.....doesn't make sense	Opposed to greenfield development	<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>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>
1033	Consider the council tax implication of siting affordable housing on executive developments	No changes	<p>With a sustainable boost to housing supply, the LDP Growth Strategy will provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development is planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential schemes (refer to Appendix 32 - Plan-Wide Viability Assessment). As such all development will be expected to provide an element of affordable housing in accordance with the requirements of Development Management Policy COM3.</p>
866	I don't see the need for the planned increase in housing supply to meet local needs. Building new houses is attracting buyers from outside the local area. Building some new houses on brownfield sites is acceptable but I see no need to build on greenfield sites.	Opposed to greenfield development	<p>The Growth Option (See Appendix 42 – Background Paper 2) pursued by the Replacement LDP will provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is 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</p>

			<p>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 Policy SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p>
104 2	STOP BUILDING MORE HOUSES until after investing in infrastructure!!!!!!!!!!!!	Concern over infrastructure delivery	<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>
104 5	Schools hospitals roads will be unable to cope ...pollution will increase	Concern over infrastructure delivery	<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>

1067	I don't believe that the plans focus on meeting housing need and ensuring that new developments are supported by the necessary infrastructure. I am absolutely unconvinced that the infrastructure has been given enough thought and I would hate to see these proposals come to fruition.	Concern over infrastructure delivery	<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>
1069	None of this would support development of Garw valley as there are no areas that can have new builds	Concern over lack of development opportunities in the Garw Valley	<p>Comments noted.</p> <p>The Strategy recognises the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. The Ogmere 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>
1070	I am concerned that there is the potential to be open to oversized house developments which ultimately cater for the wealthier person rather than a needs based situation. If our finite green land is being used as a very last resort it should at least seek to accommodate as many affordable houses as possible, that way it is based on a real housing need rather than a lifestyle choice. I would like to reiterate that I object strongly to the use of green land unless there is a real crisis or need proven.	Object to greenfield development, concern over provision of affordable housing	<p>The Growth Option (See Appendix 42 – Background Paper 2) pursued by the Replacement LDP will provide significant scope to deliver necessary infrastructure and complement existing centres by linking new homes to jobs and services via sustainable, multi-modal forms of transport. This will prove key to creating productive and enterprising places, whilst also helping deliver the ambitions of the Cardiff Capital Region. This Growth Option is therefore considered optimal to deliver against the full range of issues the replacement Plan is seeking to address and enable realisation of all four Strategic Objectives. It will enable a balanced level of housing and employment provision that will achieve sustainable patterns of growth, minimise out-commuting, support existing settlements and maximise viable affordable housing delivery.</p> <p>The distribution of growth is 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 Policy SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.</p>

109 5	When developing housing it needs to be future proofed in relation to schools, nurseries and play facilities. Coety is an example where this hasn't been done	Concern over infrastructure delivery – particularly schools	<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>
113 5	Affordable houses is good but needs to be a balance	Concern over balance of housing tenure	<p>With a sustainable boost to housing supply, the LDP Growth Strategy will provide a significant means for the Replacement LDP to help address affordability issues across the County Borough. New development is planned for at a scale significant enough to secure a deliverable level of affordable housing as part of private residential schemes (refer to Appendix 32 - Plan-Wide Viability Assessment). This will enable the right types of affordable housing to be secured and made accessible to those in housing need, in accordance with the findings of the Local Housing Market Assessment (LHMA, See Appendix 24). This is especially noteworthy given that the LHMA identified need for 5,134 affordable housing units over the plan period. The Replacement Plan seeks to address affordability by delivering affordable housing to meet identified need, extending housing choice in the Valleys areas, and creating places with a balanced mix of housing that promote sustainable, active travel opportunities. All of these issues can be addressed through the LDP Growth Strategy, thereby maximising scope to deliver socially balanced, mixed tenure communities when balanced against deliverability, sustainability and the need to pursue an equilibrium between dwelling and employment provision.</p>
121 4	New housing developments need to be affordable and accompanied by investment in healthcare, education And leisure otherwise the new housing has a negative effect on existing residents due to seduces being stretched. However developments want maximum profit so will less interested in this. The council Must put existing residents of Portfhwawl first and ensure any development does not have a negative effect of the community and its services.	Concern over infrastructure delivery	<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>

100 6	The Spirit of Llynfi Woodland site was developed as part of the Llynfi 20 initiative to improve the lives of residents of the valley who have significantly higher health conditions compared to south of the M4. Any further development should enhance rather detract from this.	No changes proposed	<p>Comments noted</p> <p>Policy COM11(9) promotes the provision of Natural and Semi-Natural Greenspace within the Former Maesteg Washery area. This incorporates the site of the Spirit of Llynfi Woodland, and accords with the provisions of PPW to promote nature conservation, biodiversity and better air quality to enhance the quality of life of individuals and communities.</p>
553	'The planned increase in housing supply will also act as a key driver of economic growth across Bridgend and the wider regions.' This is an absolute fallacy. It will do no such thing. Bridgend is not attractive to people simply because it's a midpoint between Swansea and Cardiff, it is because we are still a rural village borough. You are seeking to join two very distinct areas into one by this proposed development between Bryntirion and Laleston, which shows absolutely no regard for the areas in question.	Concerns regarding the distinctiveness of place between Bryntirion and Laleston	<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. 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.</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</p>

			<p>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>557</p>	<p>Improved education provision, leisure facilities and transport links need to come first before any more developments. I have witness many new developments in my area and I have yet to see any improvements in education provision, leisure facilities and transport links. In fact 18 months ago the council was trying to close the local 6th Form. With regards leisure in the last 4 years the dog walking areas I can easily get to from my house have all gone. I used to be able to leave my house and in 5 minutes enjoy a "walk in the countryside". It is now a least a 20 minute walk up a narrow country lane which on times is quite dangerous or a 40 minute walk to cross the A48. A lot is said about improved education provision, leisure facilities and transport links but it never materialises but new new houses keep coming. Trying to create balanced communities is a fallacy. There is very little chance of a first time young buyer buying a house in Merthyr Mawr. House prices are simply too expensive. However there is a good chance that your skilled workers as their families age will be able to and want to move to Merthyr Mawr, Laleston or Porthcawl. Also the communities that make the south of the Bridgend county are so close to together than an imbalance doesn't hurt the county as a whole. If the transport links were better then it would matter if a young person lived in Brackla or Cefn Glas and worked in Porthcawl. The aging population of Porthcawl wouldn't be an issue as the young person doesn't need to live there. Furthermore instead of trying to force and create a utopia of balance embrace communities that fit certain demographics rather than all demographics. This would mean that development and improvements could be made to niche areas meaning those smaller communities would be more attractive to the wider community of Bridgend they serve.</p>	<p>Concerns regarding a lack of leisure facilities, transport links and infrastructure.</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. 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As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy.</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> <p>With regards to 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 include masterplan development principles and development requirements all of which seek to contribute and address the identified key issues and drivers identified through the</p>

			<p>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>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>
558	This should not be done you are taking to much green space away	Concerns regarding a lack of 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 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>

559	<p>Most of these new houses are being bought by people from outside the area, with local people being priced out and out of these new houses how much will be allocated to social housing which is needed. Also transport links need to be improved and prices reduced to encourage use</p>	<p>Concerns regarding housing provision and transport links.</p>	<p>Whilst the Council cannot ultimately control the occupancies of new homes, new housing developments must incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs.</p> <p>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), 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 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> <p>Additionally, Paragraph 5.3.74 states that any S106 requirements must be reasonable and comply with the tests of necessity set out in Welsh Office Circular 13/97 'Planning Obligations'. Developers will only need to address the needs arising from their specific development and are encouraged to make use of pre application discussions to identify likely requirements at an early stage.</p> <p>Regarding traffic, 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>
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			<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>
561	<p>New developments aren't providing the affordability for first time buyers. The private rental market benefits from the fact that FTBs do not earn enough to manage a mortgage, and instead the only option is to rent their home from private landlords. Building new homes isn't meeting the needs of newly forming households. In Cefn Glas / Bryntirion, the increase in housing developments is putting strain on the local schools, with more parents wanting to send their children to a local school that has limited spaces for students. One proposal recently put forward to address this demand was to move post-16 provision from the comprehensive school to merge with another school which had places for students. Whilst this was opposed, it shows that new opportunities stated as 'improved education provision' aren't serving the local community in this area. Moving the post-16 provision to the other site would put further strain on traffic and transport, another benefit listed here as an opportunity provided by more residential development. In this proposal, another comprehensive with a low 6th form intake was also at risk of losing it. If the aim is to retain a younger workforce, the foundations must be in ensuring that before these individuals reach working age, they have accessed education</p>	<p>Concerns regarding the provision of affordable housing as well as transport infrastructure and employment.</p>	<p>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), 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 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,</p>

	<p>which provides the skills needed in their future vocation. If Cefn Glas, Bryntirion and Broadlands are deemed as 'high need areas' then the need is not for more housing. Therefore, other sites within BCBC where school places aren't under such pressure would attract families looking to settle in Bridgend. Availability of school places should be a factor when considering where suitable locations are for these new housing developments, in communities that would gain from additional uptake of existing services, which in turn can be improved and developed for health and social benefits.</p>		<p>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. Additionally, Paragraph 5.3.74 states that any S106 requirements must be reasonable and comply with the tests of necessity set out in Welsh Office Circular 13/97 'Planning Obligations'. Developers will only need to address the needs arising from their specific development and are encouraged to make use of pre application discussions to identify likely requirements at an early stage.</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 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>
563	No		Comments noted.
575	I have already commented.		Comments noted.
578	Homes need to be affordable for all and this will in turn encourage infrastructure growth aligned with the aspirations of the County Borough Council.	Comments relating to affordable housing and infrastructure.	<p>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), 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 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</p>

			<p>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> <p>Additionally, Paragraph 5.3.74 states that any S106 requirements must be reasonable and comply with the tests of necessity set out in Welsh Office Circular 13/97 'Planning Obligations'. Developers will only need to address the needs arising from their specific development and are encouraged to make use of pre application discussions to identify likely requirements at an early stage.</p>
580	<p>I think The Deposit Replacement LDP focusses on delivering well-connected, cohesive communities that are active, healthy and social. In addressing wider community needs, it would suit the community if all the shops that are the pines shopping centre were to be relocated back into the centre of Bridgend, therefore ensuring the principality of Bridgend would thrive, and thereby would be an area of land for redevelopment, which would be served by access to the M4 motorway.</p>	<p>Support for housing allocation PLA3.</p>	<p>Support noted. Regarding the town centre, 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 Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have been reviewed against the existing distribution of uses and likely future requirements. In Bridgend and Maesteg, the Primary Shopping Areas have been condensed to create a consolidated retail core. Additional Secondary Shopping Areas have been identified on the proposals map for Bridgend, Maesteg and Porthcawl to create greater flexibility and promote the potential for a wider range of uses.</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>
602	<p>We need to think about the well being of local residents in relation to open spaces and well being created by green open spaces.</p>	<p>Concerns relating to loss of green space.</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 play space 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</p>

			<p>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>
604	<p>All new build homes that have and are currently under construction across bridgend and surrounding areas as far as Cardiff involve green field sites, previous agricultural land not brown field sites. Vast amounts of new build estates and new villages appearing , also not affordable to many first time buyers but I see no redevelopment.</p>	<p>Concerns regarding loss of greenfield.</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 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>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out</p>

			in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability.
616	I believe I have given my thoughts on this previously.		Comments noted.
653	The planned increase in housing supply between Laleston and Bryntirion will cause many problems unless education facilities are provided to match growth. Social and community services would also need to be targeted, state of roads, lighting, upkeep of the facilities we already have that are being neglected. The impact on road travel / congestion will also be a problem should this go ahead.	Concerns relating to schools capacity, community services and road infrastructure.	<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.</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>

			<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 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>
668	again the schools willnot be able to cope with the influx of new occupants .	Concerns relating to lack of schools capacity.	<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 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>
446	We have seen examples of mixed housing in the Broadlands development, pleasant aesthetics but narrow roads with endless roundabouts	Concerns regarding road infrastructure.	<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. 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</p>

			<p>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>
689	<p>The Laleston/ Bryntirion area already has an active , healthy cohesive community. PLA3, if put into action, would destroy this and appears to be a plan for high density poor quality living in comparison to our current environment. Questions about profit motivation should be addressed.</p>	<p>Concerns relating to ompact on green space and community facilities.</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.</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>

719	More housing at Laleston will create too much traffic and will take away much needed green areas.	Concerns relating to traffic and 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 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> <p>In terms of traffic concerns, 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</p>
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			<p>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>
796	<p>Infrastructure needs to include adequate transport routes that do not lead to increased traffic congestion and pollution, that ensures adequate green spaces and biodiversity (including public footpaths in attractive settings and field, woodland and hedgerow systems), and allow easy access to rural spaces for the well-being and health of existing and new residents.</p>	<p>Concerns relating to lack of infrastructure, traffic and loss of green space.</p>	<p>Regarding 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 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> <p>Regarding green spaces, 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. Additionally, green infrastructure and outdoor recreation facilities will be</p>

			<p>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>
810	Against more housing and development on greenfield land in Laleston Bridgend	Objection to additional housing and concerns regarding use of greenfield land.	<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.</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> <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</p>
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			<p>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> <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>
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			<p>Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.</p> <p>Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures and provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must also not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape.</p> <p>In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.</p> <p>Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.</p> <p>The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.</p> <p>An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.</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</p>
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			<p>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> <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</p>
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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 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 and BRC9b. PLA3 will also require development to provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR-57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473.</p> <p>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>
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868	The proposed Site PLA3 will have a detrimental impact on education provision, leisure facilities and transport volumes and infrastructure.	Concerns relating to the impact of PLA3 on impact on education provision, leisure facilities and transport volumes and infrastructure.	<p>Regarding 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 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> <p>Regarding traffic, 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>
912	I am totally against the local development plan to build on greenfield land between Bryntirion and Laleston due to the enormous amount of damage it will do to the natural features of this area and because	Objection to potential impact on greenfield land and environmental impact, as well as	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

	<p>there is limited infrastructure and public services to support it. Another 850 cars added to the narrow roads around Laleston and Bridgend does not bear thinking, about so it's a definite "NO" from me.</p>	<p>road infrastructure and traffic.</p>	<p>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.</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>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</p>
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947	<p>While the principles are laudable, the scheme to develop on land between Laleston and Bryntirion, only proposes a replacement primary school and does not deal with the clear demand that will be generated for school places at the secondary level. Bryntirion comprehensive school is already full and on a very constrained site. It is clear that this allocation is completely contrary to the aims set out in the replacement plan as it will not lead to an active healthy, cohesive community - it will build on much needed farm land and create access issues to country lanes used by residents of both communities to walk and enjoy the countryside and fail to provide sufficient infrastructure to ensure car usage is reduced.</p>	<p>Concerns relating to school capacity, infrastructure and loss of green space.</p>	<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 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> <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 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. Development of this scale 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>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.</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>
948	I'm concerned that PLA3 will negatively impact on the activity and health of local communities by building in an area which is much used for exercise and the enjoyment of nature. The development at the nearby Maes y Rhedyn has already destroyed three fields which were used by the local	Concerns relating to negative impact on health and well-being as well as biodiversity and the natural environment.	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>community but were also full of wildplants, invertebrate, mammals and birds. As much as we might plan, and even garden, with nature in mind, urban areas can't provide everything to sustain our existing biodiversity, never mind protect it from the effects of climate change.</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> <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>In terms of well-being, 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>
991	<p>COM 1(2) housing allocation south of Bridgend - this is a very worrying allocation and will lead to future residential development along the south of A48 as infill between COM 1(2) and the Island Farm allocation mentioned above. Can our highway infrastructure cope? I would argue that existing congestion and traffic resulting from Broadlands, along with summer tourist traffic to Porthcawl could see more fatalities and collisions. In addition, this section of the A48 has become a popular walking access route for residents to the countryside of Merthyr Mawr . Is encouraging further</p>	<p>Concerns relating to negative impact on infrastructure as well as tourism and the natural environment.</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>development sustainable and safe for the future? More generally, the pandemic has completely changed 'household needs' over the plan period</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.</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>Land between Housing Allocation COM1(2): Craig y Parcau and Strategic Allocation PLA2: Land South of Bridgend (Island Farm) is located outside of the settlement boundary for Bridgend. Any planning applications for development outside an LDP settlement boundary (See Settlement Boundary Review (2021)) would be assessed under Replacement LDP Policy DNP1, Development in the Countryside (alongside other relevant policies depending on the nature of the proposal).</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. 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>
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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 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>In terms of traffic along the A48, the site promoters of Strategic Allocation PLA2: Land South of Bridgend (Island Farm) and Housing Allocation COM1(2): Craig y Parcau have undertaken a Transport Assessment of which 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 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 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 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 both the Island Farm and Craig y Parcau developments, which will ideally include up to date baseline traffic flows as the basis for the assessment (Covid restrictions allowing).</p> <p>In terms of the impact of the pandemic, the Council have undertaken a review on the preparation of the Replacement LDP in light of the current COVID-19 pandemic (See Background Paper 11). The report evaluates the foundations of the Plan's strategic direction to determine whether the Vision, Strategic Objectives, Strategic Policies and supporting technical studies remain appropriate given the emerging impacts of the pandemic. It also considers whether any updates and/or modifications are necessary to ensure the Replacement LDP</p>
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			remains sufficiently flexible to accommodate any potential eventualities. However, this report demonstrates that the overall direction of the Replacement LDP still holds true, subject to minor flexibility amendments to ensure the Replacement LDP Policies can respond to changing circumstances over the plan period.
101 6	Building of properties all over the remaining green spaces does not create a healthy environment. One of the positives of Laleston area is the rural feel plus the historic interest. There is a real risk that this will be lost by building such a large development on the circus field. Large areas are already covered by solar panels and the remaining fields are being put forward for development. Bridgend is going to lose its rural feel if it's over developed and there appears to be no mention as to how the rural feel will be protected as that is what attracts families to the area.	Concerns relating to loss of green space.	<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.</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. 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>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</p>

			<p>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 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>
1026	<p>The plan I’d destroying the concept of village life. It links small villages like Laleston to become greater Bridgend town. No thought is given to the road congestion that will occur And subsequent pollution</p>	<p>Concerns relating to loss of sense of place as well as road congestion and pollution.</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.</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>
688	<p>he same aims could be achieved through multiple, smaller developments, which would not have the significant impact that PLA3 has. We already have a well-connected cohesive community in Laleston/Bryntirion. This appears to be a developers charter to make unseemly profit rather than a plan to benefit Bridgend and Laleston residents.</p>	<p>Concerns relating to loss of sense of place.</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</p>

			<p>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. Additionally, 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 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>
105 9	<p>Development in the last two decades has seen an increase in traffic throughout Bridgend Town, with long queues all around the town and the surrounding areas. There has also been a huge increase in housing within bridgend and the local area with no discernible development of the necessary and adequate infrastructure to support those developments. The infrastructure and public services , including schools, NHS services and acces roads are already stretched and thhis would put unbearable strain on them.</p>	<p>Concerns relating to increased traffic, infrastructure and schools capacity.</p>	<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. 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. 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>

			<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>
111 8	<p>PLA3 development would greatly add to the traffic flow through the village of Laleston which is already bad. It would also further increase the amount of traffic at the Broadband lights and the A48 and add to the traffic congestion already being experienced there.</p>	<p>Concerns relating to increased traffic and infrastructure.</p>	<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. 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. 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>
114 3	<p>In relation to Penyfai: • GREEN SPACE: Residents believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area - NHCC CAT Transfer for 35 years) and Cavendish Park BOTH as green leisure spaces. o I request these green spaces be recognised and marked as such in the published LDP. • TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (1) for the Travelling /Roma community - the key for which appears to be missing on the plans. The ward of AberKenfig already has a site less than 1 mile away form the one proposed. Also the LDP plans to place one in Bryncethin. I understand the need for</p>	<p>Concerns relating to Gypsy and Traveller provision, green space, biodiversity, infrastructure, schools and traffic.</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 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. While the representor has referred to another site in AberKenfig, this is privately owned and cannot be used to offset the identified need from another family.</p>

<p>such sites for the travelling /Roma community, but am opposed to the current plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. o I am opposed to this and wish for a more appropriate site to be considered. • ‘SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that ‘small developments’ may be placed in Penyfai, but fails to clearly identify potential places / candidate sites and therefore I do not feel it is a complete or sufficient consultation document for Penyfai area. I wish it to be noted that I am opposed to ‘small scale’ developments and believe this should be removed from the plan. Permitted householder developments would be acceptable. Further housing developments are not required in village. Experience has shown where small developments have been built previously (and most recently Colman Vale), it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders property and grass verges that have been carefully planted up by NHCC using residents precept payments</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>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability.</p> <p>In terms of 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 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>
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	<p>over the years. It has created further unnecessary pressure on the infrastructure in terms of the local school and health care services. There are still no safe routes to schools and there is no safe walking route to the 'economically regenerated' sites such as Bridgend Town Centre from the village community - it would not be sustainable development. Many parents are forced to pay for buses or use their own vehicles to get their children safely to school (whether that be the catchment school or others). o My view is the LDP should delete small scale developments as permissible in Penyfai Village.</p>		<p>not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in addition to community and cultural infrastructure.</p> <p>Regarding traffic, 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>
114 4	<p>In relation to Penyfai: • GREEN SPACE: Residents believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area - NHCC CAT Transfer for 35 years) and Cavendish Park BOTH as green leisure spaces. o I request these green spaces be recognised and marked as such in the published LDP.</p> <p>• TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (1) for the Travelling /Roma community - the key for which appears to be missing on the plans. The ward of AberKenfig already has a site less than 1 mile away form the one proposed. Also the LDP plans to place one in Bryncethin. I understand the need for such sites for the travelling /Roma community, but am opposed to the current</p>	<p>Concerns relating to Gypsy and Traveller provision, green space, biodiversity, infrastructure, schools and traffic.</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 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. While the representor has referred to another site in AberKenfig, this is privately owned and cannot be used to offset the identified need from another family.</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</p>

<p>plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. o I am opposed to this and wish for a more appropriate site to be considered. • ‘SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that ‘small developments’ may be placed in Penyfai, but fails to clearly identify potential places / candidate sites and therefore I do not feel it is a complete or sufficient consultation document for Penyfai area. I wish it to be noted that I am opposed to ‘small scale’ developments and believe this should be removed from the plan. Permitted householder developments would be acceptable. Further housing developments are not required in village. Experience has shown where small developments have been built previously (and most recently Colman Vale), it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders property and grass verges that have been carefully planted up by NHCC using residents precept payments over the years. It has created further unnecessary pressure on the infrastructure</p>		<p>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>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. 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1453	<p>In relation to the proposed plan and its content in relation to Penyfai and Court Colman area, I would like my response as follows to be taken into consideration in the public consultation process.</p> <ul style="list-style-type: none"> • GREEN SPACE: I believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area) and Cavendish Park as green leisure spaces. o I request these green spaces be recognised and marked as such in the published LDP. • TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7(1) for the Travelling /Roma community - the key for which appears to be missing on the plans. The ward of AberKenfig already has a site less than 1 mile away from the one proposed. Also the LDP plans to place one in Bryncethin. I understand the need for such sites for the travelling /Roma community, but am opposed to the current 	<p>Concerns relating to Gypsy and Traveller provision, green space, biodiversity, infrastructure, schools and traffic.</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 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. While the representor has referred to another site in AberKenfig, this is privately owned and cannot be used to offset the identified need from another family.</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</p>

<p>plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. The proposed site is right next to a Welsh Waters reservoir and workers are constantly working there. I am opposed to this and wish for a more appropriate site to be considered. • ‘SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that ‘small developments’ may be placed in Penyfai, but fails to identify places /candidate sites and therefore I do not feel it is a complete or sufficient consultation document for Penyfai area. I wish it to be noted that I am opposed to ‘small scale’ developments and wish this to be removed from the plan. Permitted householder developments would be acceptable, but over development of the community is not. Further housing developments are not required in village. Experience has shown where small developments have been built previously (and most recently) Colman Vale, it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders and public property. It has created further unnecessary pressure on the infrastructure in terms of the local school</p>		<p>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. 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	<p>and health care services. There are still no safe routes to schools and there is no safe walking route to the 'economically regenerated' sites such as Bridgend Town Centre from the village community - it would not be sustainable development. o I want the LDP to delete small scale developments as permissible in Penyfai Village.</p>		<p>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>
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<p>Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. o I am opposed to this and wish for a more appropriate site to be considered. • ‘SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. 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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</p>
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	<p>not be sustainable development. o I want the LDP to delete small scale developments as permissible in Penyfai Village.</p>		<p>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>
145 6	<p>In relation to the proposed plan and its content in relation to Penyfai and Court Colman area, I would like my response as follows to be taken into consideration in the public consultation process.</p> <ul style="list-style-type: none"> • GREEN SPACE: I believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area) and Cavendish Park as green leisure spaces. o I request these green spaces be recognised and marked as such in the published LDP. • TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (1) for the Travelling /Roma community - the key for which appears to be missing on the plans. The ward of AberKenfig already has a site less than 1 mile away from the one proposed. Also the LDP plans to place one in Bryncethin. I understand the need for such sites for the travelling /Roma community, but am opposed to the current plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to 	<p>Concerns relating to Gypsy and Traveller provision, green space, biodiversity, infrastructure, schools and traffic.</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 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. While the representor has referred to another site in AberKenfig, this is privately owned and cannot be used to offset the identified need from another family.</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>surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. o I am opposed to this and wish for a more appropriate site to be considered. • 'SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rich habitats, and changed the face of our community as well as put additional pressure on infrastructure. This fundamentally flies in the face of what the LDP (this one and the previous on) states it will not do. Additionally such developments often fail to make a full case that they are meeting the overall objectives of the LDP. There seems to be a lack of consideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that 'small developments' may be placed in Penyfai, but fails to identify places /candidate sites and therefore I do not feel it is a complete or sufficient consultation document for Penyfai area. I wish it to be noted that I am opposed to 'small scale' developments and wish this to be removed from the plan. Permitted householder developments would be acceptable, but over development of the community is not. Further housing developments are not required in village. Experience has shown where small developments have been built previously (and most recently) Colman Vale, it has not added any positive social or economic value or impact or benefit to the community whatsoever. In fact, it has put more pressure on our village roads, created more environmental disruption, huge inconvenience to residents and damage to householders and public property. It has created further unnecessary pressure on the infrastructure in terms of the local school and health care services. There are still no safe routes to schools and there is no safe walking route to the 'economically regenerated' sites such as Bridgend Town Centre from the village community - it would not be sustainable development. o I want</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>As documented within the SA Report and Spatial Strategy Options Background Paper, the majority of existing, viable, brownfield regeneration sites have recently been delivered under the existing LDP or are committed and expected to come forward within the next few years. However, remaining viable opportunities on previously developed land are exhausted, therefore some greenfield sites are required in a sustainable manner through complementary allocations on the edge of existing settlements. Identification of appropriate Sustainable Urban Extensions has been undertaken in accordance with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for the proposed allocations within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without exception, all proposed sites are supported by a large body of technical and viability evidence to demonstrate their deliverability.</p> <p>In terms of 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 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> <p>Regarding traffic, 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 –</p>
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	the LDP to delete small scale developments as permissible in Penyfai Village.		<p>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>
774	A traveller site would restrict usage to a minority rather than the community as a whole. it would not provide well-connected, cohesive communities that are active, healthy and social. In addressing wider community needs, there is a particular emphasis on providing a mix of complementary uses that are accessible and will meet the needs of all members of society. However the development of playing fields/ nature park etc would.	Concerns regarding 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.
101 2	No	No changes proposed	Comments noted.
104 1	This is a key priority for government at all levels. As a member of the local community with a young family having space and facilities to allow children and families to stay active and promote good health is vital as we see the longer term impact of the pandemic. Whilst i understand the need for Gypsy traveller provision I am concerned	Concerns regarding 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

	that the site highlighted for this in Bryncethin is one that has been previously given permission for extension of much needed leisure facilities on the area. This would take away the only remaining space to develop facilities and give the young people of Bryncethin space for sports.		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.
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.
130 3	• TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (1) for the Travelling /Roma community - the key for which appears to be missing on the plans. The ward of AberKenfig already has a site less than 1 mile away from the one proposed. Also, the LDP plans to place one in Bryncethin. I understand the need for such sites for the travelling /Roma community, but am opposed to the current plan concentrating on the ward and immediate area, particularly in a rural area of natural beauty (near Pennsylvania Woods). The area is a valued ecological / habitat area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCBC to consider other options for placing this site outside of the wards. o I am opposed to this and wish for a more appropriate site to be considered.	Objection to Gypsy, Traveller and Showperson Allocation SP7 (1) Land off Old Coachman's Lane	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. While the representor has referred to another site in AberKenfig, this is privately owned and cannot be used to offset the identified need from another family.
136 5	I would like to object to the proposed gypsy and traveller site in Bryncethin for the following reasons: 1. The proposed site would mean the loss of important	Objection to Gypsy, Traveller and Showperson Allocation SP7 (2)	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

	<p>recreational value to Bryncethin where we have a pressing need for more rugby fields and leisure purposes in close proximity to the existing ground. 2. I believe the development would compromise highway safety on a road which already has multiple junctions, and is very busy around the cross roads by the Premier shop. 3. The proposed site is in close proximity to farm and common land, which would jeopardise the safety of grazing livestock. 4. I understand the proposed site to be a suitable location for a park and ride facility due to the fact that the road is a gateway into the Ogmore valley. The loss of this facility will ultimately mean a loss for those unable or unwilling to travel independently into the town centre while also creating more congestion and emissions on the road. 5. There is no sewage on the site, creating a public health risk unless significant work is undertaken. 6. I understand there is room on the traveller's existing site for extension of this site, which would always be preferable to creating a new and additional site.</p>	<p>Land adjacent to Bryncethin Depot</p>	<p>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>
138 3	<p>I wish to register my objection to the proposed Gypsy, Traveller and Showpeople Site behind Bryncethin Car Sales for the following reasons : 1. The existing highways and transport infrastructure is already wholly inadequate to safely meet the needs of the volume of traffic passing through Bryncethin from the Ogmore valleys to gain access to the M4 motorway and surrounding Bridgend areas. In particular the crossroads near the local corner shop (Premier Store) is particularly dangerous to vehicle users and pedestrians alike. 2. There would be a loss of recreational amenities in Bryncethin (proposed rugby pitches) for a community that currently has little in the way of community and recreational facilities already.</p>	<p>Objection to Gypsy, Traveller and Showperson Allocation SP7 (2) Land adjacent to Bryncethin Depot</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 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>
552	<p>Lock-down has been a prime example of those who can be bothered will always find ways to keep fit and active.</p>	<p>No changes proposed</p>	<p>Comments noted.</p>
556	<p>The quality of life for the younger generation is that they won't be in Pencoed, they won't be part of a community and it will be an</p>	<p>Concerns regarding Strategic Allocation PLA4:</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</p>

	<p>affluent area like Broadlands. The plan for BCBC land in Pencoed college is laughable- it is not Pencoed.</p>	<p>Land East of Pencoed and integration</p>	<p>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.</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 PLA4: Land East of Pencoed (See Deposit Plan – Page 75) details the site-specific requirements for the mixed-use Strategic Development Site. 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 this Strategic Site will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough.</p>
613	N/A	No changes proposed	Comments noted.
658	Pencoed is now over subscribed we do not need more houses, we need bigger schools, dentists and drs as well as more parks and recreational facilities	Concerns regarding infrastructure	<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 health, the Council has also 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</p>

			<p>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.</p> <p>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 with the Deposit Plan progress.</p> <p>Finally, as part of PLA4: Land East of Pencoed, 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) will be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school will be accessible to new and existing residents by all travel modes, enabled by the development.</p>
937	No	No changes proposed	Comments noted.
956	None	No changes proposed	Comments noted.
973	The Pencoed community will have fewer sites where they can be active as the proposed development is on green land. Residents will be limited where they can exercise outside and health issues, especially mental health issues will be impacted in a negative way.	Concerns regarding Strategic Allocation PLA4: Land East of Pencoed / loss of recreational space	<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 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</p>

			promote more active lifestyles, combat social isolation and provide close, sustainable linkages to the key places residents will need to travel to.
1009	No planning for bolstering and ensuring new residents have access to health services in the Pencoed area development. The local GPs are already oversubscribed and have waiting lists weeks long for an appointment, without an additional 700 new homes in the area. Dentists within 20 miles of Pencoed are not taking on new NHS patients. The council needs to ensure that before any building work is started that the unpinning healthcare services are available. The local public transport system is in a state of chaos. In Pencoed, there is one bus an hour in either direction (towards Bridgend or towards Talbot Green) which is not suitable for commuting, and the local railway is (pre-Covid) incredibly packed at rush hour. The council has proposed no measures to address either of these ahead of building 700 houses - instead proposing to improve the A473, so forcing more people into private cars rather than public transport.	Concerns regarding Strategic Allocation PLA4: Land East of Pencoed / 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>In terms of health, the Council has also 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.</p> <p>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 with the Deposit Plan progress.</p> <p>The site is located within a sustainable location in terms of access to facilities and amenities, of which will reduce the need to travel further afield. Consideration of existing sustainable transport opportunities including access to bus services, trains and active travel infrastructure has been undertaken by WSP. It was concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy in line with the Active Travel Wales 2013 Act and help deliver local active improvements along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps: INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE-15. 23 The masterplan also indicates that pedestrian access would be provided at the north-east corner of the site to the A473. A pedestrian access link will also be provided at the south-west corner of the site onto the A473. A third pedestrian access would be provided at the A473 junction with Penybont Road at the location of the existing College Campus. All pedestrian and cycle links through the site would be built to standard and will be suitable to accommodate the needs of the development New Access Roads In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be served via two new vehicular access points onto the existing highway network. The access points are intended to be priority junctions onto the A473 at the northern extent of the site and the other onto Felindre Road at the southern extent of the site. Transport Assessment A detailed transport assessment has been completed by WSP to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on the site being put forward for up to 800 dwellings and a 1.5 form entry primary school situated off the A473 in Bridgend. The Assessment concluded, that the site would fully comply national, regional and local policy objectives. The proposed access arrangements have demonstrated that the planned junctions are appropriate for the scale of the development. There are no common trends or patterns in collisions on the local highway network over the most recent five-year period, and the proposals will not negatively impact on highway safety. Furthermore, the proposed site access arrangements would operate within capacity and thus the development would not result in a severe impact on the local highway network. The Assessment demonstrates that the development proposals are in accordance with national, regional and local policy. The proposals will not likely generate a significant number of trips and modelling demonstrates that the trips would not have a significant impact on the operation and safety of the local highway network.</p>
1087	The proposed development in Pencoed near the cemetery is completely cut off from the village by the dual carriageway. How is	Concerns regarding PLA4:	The site is located within a sustainable location in terms of access to facilities and amenities, of which will reduce the need to travel further afield. Consideration of existing sustainable transport opportunities including access to bus services, trains and active travel infrastructure has been undertaken by WSP. It was concluded that the

	that cohesive? You propose new schools and infrastructure. Please don't take money of the developers for these schemes and sit on it so it becomes worthless. Infrastructure first, houses (if they must) second.	Land East of Pencoed	site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy in line with the Active Travel Wales 2013 Act and help deliver local active improvements along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps: INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE-15. 23 The masterplan also indicates that pedestrian access would be provided at the north-east corner of the site to the A473. A pedestrian access link will also be provided at the south-west corner of the site onto the A473. A third pedestrian access would be provided at the A473 junction with Penybont Road at the location of the existing College Campus. All pedestrian and cycle links through the site would be built to standard and will be suitable to accommodate the needs of the development New Access Roads In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be served via two new vehicular access points onto the existing highway network
109 1	As previously stated housing is not required. The countryside is being turned into concrete jungles. The council at one point say 'look after the bees, save the bees' then when it suits, sell valuable land for building. Also extra housing etc means more usage of water. We get threatened with water cuts as soon as the sun shines now.	Housing not required	<p>This LDP is based on a balanced and sustainable level of economic growth that will facilitate the continued transformation of the County Borough into a network of safe, healthy and inclusive communities that connect more widely with the Cardiff Capital Region and Swansea Bay Region. The proposed growth level of 505 dwellings per annum is derived from a POPGROUP Scenario that Uses an ONS 2019 Mid-Year Estimate base year and calibrates its migration assumptions from a 6-year historical period (2013/14–2018/19). This period witnessed sustainable population growth, in part linked to the number of dwelling completions across the County Borough, which the Replacement LDP seeks to continue.</p> <p>Maintaining this trajectory will lead to more established households (particularly around the 35-44 age group) both remaining within and moving into the County Borough, coupled with less outward migration across other economically active age groups. This will encourage a more youthful, skilled population base to counter-balance the ageing population, resulting in an overall population increase of 9.4% or 13,681 people over the plan period. This level of growth will also enable delivery of 1,646 affordable homes, thereby maximising delivery in combination with other sources of affordable housing supply in the context of plan-wide viability. This Growth Strategy is deemed the most appropriate, sustainable means to deliver the LDP Vision and Objectives as justified within the Strategic Growth Options Background Paper. All reasonable alternatives have also been duly assessed under the SA process.</p> <p>The projected increase in the working age population and the linked dwelling requirement underpinning this LDP will provide significant scope for residents to live and work in the area, supporting growth of up to 500 jobs per annum. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected, a balance that is required by PPW.</p>
605	Spend the money on LEA department and the children you consistently fail to give proper education to and fail on their statements!! What about a new doctor surgery?	Concerns regarding education facilities and doctor surgeries	<p>PLA5: Land East of Pyle, will set aside 5.7 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development.</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 health, the Council has also 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.</p> <p>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 with the Deposit Plan progress.</p>
958	<p>I object to the proposed 2000 home new development near the A48 by Pyle and Cornelly. The traffic is already considerable in the area , the roads are not maintained as often as they should be with many potholes, pollution will increase</p>	<p>Objection to Strategic Allocation PLA5: Land East of Pyle</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 (refer to Background Paper 15 – Best and Most Versatile 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.</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 East of Pyle, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy PLA5 – Page 78). The provision of new residential units, including affordable dwellings, will be incorporated alongside 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses.</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>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 health, the Council has also 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.</p> <p>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 with the Deposit Plan progress.</p>
971	The Leader of the council said in a meeting last night that there were no plans for new schools etc in the proposed development in Pyle/Cornelly area. This makes these statements false.	Concerns regarding new school provision in the Pyle/Cornelly area	PLA5: Land East of Pyle, will set aside 5.7 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development.
106 4	I strongly oppose the Local Development Plan (LDP) for the Pyle/Cornelly area (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	Objection to Strategic Allocation PLA5: Land East of Pyle	<p>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 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</p>

<p>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) 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 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.p</p>	<p>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> <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>
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df 4. Stormy Down (RCAHMW, Coflein) - https://coflein.gov.uk/en/search/?term=stormy%20down		Stormy down airfield would not be negatively impacted by proposed development.
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