VOLUME 15

BOROUGH/TOWN/COMMUNITY COUNCILLORS CONSULTATION RESPONSES

Title:	To you have any comments to make on the ke	v issues and drivers	vision and objectives of the Deposit Replacement Local Development Plan?
ID	Comment	Summary of	Council response
		changes being	
		sought/proposed	
47	In so far as the plan is concerned with	Concerns	Comments noted. The Deposit Plan has been prepared in accordance with Wels
	Porthcawl it focusses mainly on	regarding Strategic	Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and
	'regeneration' of two areas Salt Lake and	Allocation PLA1:	underpinned by robust evidence to ensure that plans are effective and de
	Sandy Bay. Salt Lake observations The	Porthcawl	placemaking, as defined in national policy set out in Planning Policy Wales (PPW)
	plan for this area as emerging does appear	Waterfront.	
	on the face of it very 'high level' information		The Deposit Plan has been underpinned through the identification of the most ap
l	as currently available to contribute to the		growth and housing provision, all of which have been based upon well informed,
	four strategic objectives attributed to this		regarding need, demand and supply factors (See Appendix 42 – Background
	section. The inclusion and siting of a		Strategic Growth Options). A range of growth scenarios across the whole Replace
	proposed bus service and allocation of land		analysed and discussed within the Strategic Growth Options Background Paper. 7
	to attract a hotel and the proposals for		County Borough's demographic situation is likely to change from 2018-2033 and in
	housing with retail and some office space		response for the Replacement LDP. As such the Replacement LDP identifies an a
	beneath will work well with the Town and is		to enable a balanced level of housing and employment provision that will achieve su
	likely to blend in well. I, along with other		support existing settlements and maximise viable affordable housing delivery.
	Porthcawl County Borough members have		The distribution of another is further exclusion is a distribution of the list of a constant of the
	more recently had the benefit of briefings		The distribution of growth is further evaluated and justified in the Spatial Strategy
	and discussions with senior officers of the		(See Appendix 43 – Background Paper 3). The strategy prioritises the developm
	Authority and most recently have taken part		periphery of sustainable urban areas, primarily on previously developed brownfiel
	in the 'placemaking' consultation being		on the delivery of the brownfield regeneration allocations identified in the exist
	conducted by external consultants. Although many of my constituents continue		Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development
	to be opposed to the latest plans that in my		settlements accords with the site-search sequence outlined in Planning Policy N
	view is more to do with lack of meaningful		developmental pressure on Best and Most Versatile (BMV) agricultural land.
	consultation along the way to spread		
	awareness. Caveats 1) It should be noted		The Replacement LDP apportions sustainable growth towards settlements that alr
	that the Authority has spent huge sums of		services, facilities and employment opportunities and are most conducive to
	money on earlier plans for this area which		development. As such, a Settlement Assessment has been undertaken (See A
	involved a sell-all supermarket and petrol		sustainable settlement hierarchy. Based upon the consideration of a compreher
	station replacing Hillsboro car park, removal		Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of
	of the Portway, an arterial road to the sea		growth, demonstrating capacity for sustainable growth based on its accessibility,
	front and commercial development of circa		employment provision in the context of its existing population base.
	620 houses on the land housing across all		
	of Salt Lake car park and the Esplanade. 2)		The plan preparation has involved the assessment of 171 sites. Each candidate site
	Only following very strong objections from		the criteria in the Candidate Site Assessment Methodology which was previously co
	residents and business were those		13 - Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses
	proposals replaced with what is now		based on any specific issues they raised in terms of their deliverability, general
1	proposed. It is regretted that the Authority		uses, existing use(s), accessibility, physical character, environmental constrai
	went to significant lengths to 'impose' the		promoters were asked to prepare and submit a number of technical supporting stuc
l	earlier plans over the heads of the		deliverability, sustainability and suitability. Proceeding this detailed assessmen
	communities wishes. 3) It should be noted		appropriate were included for allocation in the Deposit Plan.
	that it has taken 13 years from 2008 to get		
	just the Foodstore agreed so any reliance		As part of the proposed allocation of Porthcawl Waterfront, development will
	on housing delivery timescale either here or		requirements including masterplan development principles and placemaking pri
	on Sandy Bay in terms of Welsh		PLA1 – Page 63). The provision of new residential units, including affordable dwell
	Government 'new housing targets' should		of other vital regeneration requirements comprising flood defences, public open spa
	take full account of extended timescales.		travel links plus education, retail and community facility provision.

Ish Government Development ad revise a development plan, deliverable and contribute to *N*).

appropriate scale of economic d, evidence based judgements d Paper 2: Preferred Strategy cement LDP period have been . This has considered how the informed the most appropriate appropriate plan requirement sustainable patterns of growth,

gy Options Background Paper pment of land within or on the ield sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise

already benefit from significant to enabling transit orientated e Appendix 19) to establish a nensive range of variables the of supporting regeneration-led y, availability of amenities and

ite has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed

vill be subject to site-specific principles (See Deposit Policy ellings, will enable the delivery pace, leisure, enhanced active Whilst BCBC has had complete control over the Salt Lake land since February 2018 a A Placemaking Strategy has been developed and produced of which provides the framework to deliver the spade has yet to be in the ground. broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the Therefore, the timescales noted in the comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of RLDP consultation document are well off complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open the mark in terms of contribution to the space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented housing target and unlikely to be built and with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical lived in before late 2025. 4) Car parking and development of the waterfront in this manner will improve the attractiveness of the town as a place to live and highways comments are mentioned under work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader later questions. Sandy Bay BCBC settlement of Porthcawl to thrive and prosper. announced in the press in Porthcawl in 2008 that an agreement had been signed In terms of Salt Lake, development will include a new food store, residential (including affordable housing), between the Authority and Porthcawl Fun supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake Fair Sites Ltd (PFSL) to jointly deliver a will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then housing led development on Sandy Bay the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. (and Salt Lake) within a commercial Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and agreement. The limited public information better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but about the Sandy Bay element that has been also act, with others, to set a quality benchmark which will also need to be achieved elsewhere. available over the ensuing 13 years is that the development will bring forward between Mixed-use development will be encouraged throughout the development. Commercial units will be considered 900 and 1100 houses, a Welsh medium on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be Feeder School, an area of open space particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening. (subject to PFSL having exclusive use for 141 days per year for a travelling fair), in-Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of housing play areas, a new promenade and open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor exclusive rights for PFSL to operate retail outlets along the new promenade. This Recreation Facilities and New Housing Development Supplementary Planning Guidance. proposal to urbanise this last area of public access land which has been designated Additionally, there are plans for creating new facilities at Cosy Corner, including community facilities whilst also and used for tourism and leisure for over creating employment opportunities. The plans for Cosy Corner include an all-new stone and glass-clad building 100 years has been resisted by the which will feature new premises suitable for retail and start-up enterprises. The council also wants to create residents since the 2008 announcement new meeting space for community use, a parade square for the Sea Cadets and an office for the harbour master and continues to be so. Therefore, the as well as changing facilities for users of the nearby marina. If funding allows, plans are in place that will further inclusion of this area for 'new housing enhance the scheme with new landscaping, public seating, a children's play area and a canopy structure target' within the RLDP could be considered capable of providing comfortable outdoor shelter from rain and the sun. unrealistic in terms of timescale unless there is a radical re-think in terms of a 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 significant reduction in housing units and it quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County including Porthcawl, becomes a leisure and tourism led project together with some housing. thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (See Appendix 30). With regards to timescales, the Housing Trajectory (See Appendix 1 of Deposit Plan), summarises annual phasing information for all allocated sites with the Plan, whilst also identifying how they will be delivered in order to determine the expected rate of housing delivery for both market and affordable dwellings. This will enable effective monitoring of the Plan and demonstrate that a deliverable housing land supply is maintainable throughout the entirety of the Plan period. In terms of Porthcawl Waterfront, whilst the site has had setbacks in the past, there is confidence that the site will be able to come forward as set out in the housing trajectory.

			The Council has now purchased and has total control over Phase 1 (Salt Lake) progressing on site and are due to be completed by the end of 2022. Partnershi explored in order to bring forward development, initial work has commenced mechanisms and a formal procurement exercise is scheduled to commence sh Coney Beach) is being jointly promoted by the Council and a private owner and a is not reliant on coastal defence works to come forward. A land-owners agree strategy is being finalised and the site is likely to be brought to the market shortly now running in parallel, there is now no reason why both phases will be unable to together, as further evidenced by the extensive supporting deliverability evidence expected timescale is detailed within Background Paper 4 – Trajectory (See Appe
51	The word enhance is very subjective. No mention of creating new natural spaces.	Concerns in relation to new natural spaces.	Comment noted. The Strategy acknowledges that the County Borough has a rich a broad range of species, habitats and unique, rich landscapes. Policies within the refreshed and updated from the existing LDP and will continue to protect the courreline with national planning policy and the Environment Act 2016. These policies countryside, special landscape areas, local / regional nature conservation is development, green infrastructure, nature conservation and natural resources process part of the technical supporting evidence base accompanying the Deposit Plan an updated detailed audit of existing outdoor sports and children's playspace across the sports the sports across the sports the spor
			 Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its finding justifying the provision of new facilities and/or remedying local deficiencies in provisions of safeguarding and enhancing existing facilities as appropriate. Additionally, the Council has undertaken a Green Infrastructure Assessment (Se shape the planning and delivery of green infrastructure throughout the County summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and the provision of the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the planning and the detailed 'audit' of the provision of Outdoor Sports and the planning and the
			within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also to include green infrastructure assets (such as allotments, cemeteries, woodlar Integrated Network Maps. As such the assessment will provide a mechanism to forms an integral and significant part of development and wider infrastructure prop Development proposals including strategic site allocations will be expected to m Bridgend's green infrastructure network and ensuring that individual green as possible and integrated into any new development.
500			In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site sp masterplan development principles and development requirements. Such require retain and provide suitable buffers to habitats, particularly hedgerows, trees (inc Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoo required to be delivered in accordance with Policy COM10 and Outdoor Recreatio Development Supplementary Planning Guidance.
520	Unworkable and not beneficial to Porthcawl. In fact, the regeneration has the potential to irreparably damage Porthcawl. The loss of 1,500 parking spaces on Salt Lake and the addition of 1,350 new homes will add to the problems here and drive away visitors.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking	Comments noted. The Deposit Plan has been underpinned through the identifical scale of economic growth and housing provision, all of which have been based us based judgements regarding need, demand and supply factors (See Appendix Preferred Strategy Strategic Growth Options). A range of growth scenarios across period have been analysed and discussed within the Strategic Growth Options considered how the County Borough's demographic situation is likely to change fir the most appropriate response for the Replacement LDP. As such the Replappropriate plan requirement to enable a balanced level of housing and employme sustainable patterns of growth, support existing settlements and maximise viable

te), coastal defence works are hip options are currently being ed in relation to procurement shortly. Phase 2 (Sandy Bay / a significant majority of the site eement is in place, a disposal tly. With Phase 1 and Phase 2 to progress and come forward nce. Justification relating to the pendix 44).

h and varied biodiversity with a the Deposit Plan have been bunty borough's environment in cies cover development in the sites, trees, hedgerows and rotection and public health.

an, the Council has undertaken cross the County Borough (See ngs can be used as means of covision. It can also be used as

See Appendix 23) to guide and ty Borough. The assessment and Children's Playing Space so adopting a holistic approach ands, broad habitats) and the to ensure green infrastructure oposals.

maintain, protect and enhance assets are retained wherever

specific requirements including irements will ensure that sites ncluding Ancient and/or Semipor recreation facilities will be ion Facilities and New Housing

ication of the most appropriate d upon well informed, evidence dix 42 – Background Paper 2: as the whole Replacement LDP s Background Paper. This has a from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve e affordable housing delivery.

			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfiel on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield developme settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land.
			The Replacement LDP apportions sustainable growth towards settlements that all services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See a sustainable settlement hierarchy. Based upon the consideration of a compreher Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of growth, demonstrating capacity for sustainable growth based on its accessibility, employment provision in the context of its existing population base.
			The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constra promoters were asked to prepare and submit a number of technical supporting stud deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
			As part of the proposed allocation of Porthcawl Waterfront, development wil requirements including masterplan development principles and placemaking pri PLA1 – Page 63). The provision of new residential units, including affordable dwel of other vital regeneration requirements comprising flood defences, public open spa travel links plus education, retail and community facility provision.
			In terms of car parking, it's acknowledged that a sound and robust parking strategy of the regeneration. As part of the strategy, the site will accommodate a new multi s Hillsboro car par enabling more ground floor space to be given over to pub Consideration should be given to alternative future uses as, overtime, the aspirati Waterfront will be principally by public transport including park and ride schemes, of private vehicles requiring parking facilities. Consultations confirmed widespread multi storey car park whilst recognising it will change the immediate outlook of pro-
1040	SOBJ4: Insufficient account has been paid to the value of the highly regarded and nationally recognised Merthyr Mawr Area and the negative impact that developments at Island Farm and Craig-Y-Parcau would	Concerns regarding Merthyr Mawr in addition to Strategic Allocation PLA2:	Comments noted. The Deposit Plan has been prepared in accordance with Wels Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and underpinned by robust evidence to ensure that plans are effective and de placemaking, as defined in national policy set out in Planning Policy Wales (PPW)
	have on it SOBJ1. The placing of both developments on the wrong side of the A48 would contrary to aims of placemaking as the road would present a significant barrier and danger to residents	Land South of Bridgend (Island Farm) & Housing Allocation	The Deposit Plan has been underpinned by the identification of the most appropria and housing provision, all of which have been based upon well informed, evidence need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferr Options). A range of growth scenarios across the whole Replacement LDP periodiscussed within the Strategic Growth Options Background Paper. This has a

egy Options Background Paper pment of land within or on the field sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise

already benefit from significant to enabling transit orientated e Appendix 19) to establish a nensive range of variables the of supporting regeneration-led y, availability of amenities and

site has been assessed against consulted upon (See Appendix essment, sites were examined ral location, neighbouring land traints and opportunities. Site tudies to demonstrate the site's ent, only those sites deemed

will be subject to site-specific principles (See Deposit Policy vellings, will enable the delivery space, leisure, enhanced active

gy will be critical to the success i storey car park on the existing ublic realm and development. ation is that travel to Porthcawl s, greatly reducing the number ad support for the concept of a <u>roperties on Hillsboro Place</u>. Alsh Government Development and revise a development plan, deliverable and contribute to *W*).

priate scale of economic growth ce based judgements regarding erred Strategy Strategic Growth eriod have been analysed and s considered how the County

COM1(2): Craig y Parcau	Borough's demographic situation is likely to change from 2018-2033 and info response for the Replacement LDP. As such the Replacement LDP identifies an a to enable a balanced level of housing and employment provision that will achieve su support existing settlements and maximise viable affordable housing delivery.
	The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfiel on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe success in delivering development on brownfield regeneration opportunities rema deliverable sites (including some greenfield sites) are therefore required to implementation in high need areas and ensure the County Borough's future housing required to the success in the site areas and ensure the County Borough's future housing required to the success in the site areas and ensure the County Borough's future housing required to the set of the site areas and ensure the County Borough's future housing required to the success in high need areas and ensure the County Borough's future housing required to the success in high need areas and ensure the County Borough's future housing required to the success in high need areas and ensure the County Borough's future housing required to the success in high need areas and ensure the County Borough's future housing required to the success in high need areas and ensure the County Borough's future housing required to the success in the success in high need areas and ensure the county Borough's future housing required to the success in high need areas and ensure the county Borough's future housing required to the success in high need areas and ensure the county Borough's future housing required to the success in the success in the success in the success in the success and ensure the county Borough's future housing required to the success in the suc
	The Replacement LDP apportions sustainable growth towards settlements that alr services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compre sustainable growth will be appropriately directed towards the Main Settlements of E with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
	The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constrait promoters were asked to prepare and submit a number of technical supporting stud deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan. As such, candidate site Craig y Parcau were considered appropriate for allocation.
	As part of the proposed allocation of Land South of Bridgend (Island Farm), develor specific requirements including masterplan development principles and placemal Policy PLA2 – Page 67). The provision of new residential units, including a incorporated alongside a new one entry primary school with co-located nursery, the Special School, leisure facilities, recreation facilities, public open space, plus appr employment and commercial uses.
	The Replacement LDP aims to reduce private car reliance and help the County Bo set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Act PLA2 in conjunction with Policy PLA12 should be considered essential in the del any proposal, ensuring that development is contributing to the promotion of a susta

formed the most appropriate appropriate plan requirement sustainable patterns of growth,

gy Options Background Paper oment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as ent opportunities within these Wales and seeks to minimise vever, given the existing LDP's ably Bridgend and the Valleys haining. Additional viable and ement SP1, deliver affordable guirements can be realised.

already benefit from significant o enabling transit orientated Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

ite has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed sites PS.1 Island Farm & PS.2

lopment will be subject to siteaking principles (See Deposit affordable dwellings, will be he re-location of Heronsbridge propriate community facilities,

Borough achieve the principles and expanding upon the current ive travel has been key during ctive Routes detailed in Policy elivery of any strategic site or stainable and healthy lifestyle.

The Active Travel Network Maps aim to improve access to key services and facil
employment sites, retail areas and transport hubs, improved access to education fa colleges and improvements to, and expansion of, the existing strategic cycle netw Opportunities will be maximised to further improve upon these routes, providing wa allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if app measures and infrastructure are not delivered. Therefore a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed le within the LDP can be accommodated within the BCBC Highway Network with suit
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensur located and designed in a way that minimises the need to travel, reduces depend enables sustainable access to employment, education, local services and comm will be required to deliver, or contribute towards the provision of, active trave measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA2 prescribes a number of placemaking principles for Land Sour which are considered instrumental to achieving sustainable places, delivering soc and promoting cohesive communities. Such requirements include pursuing transit- prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on pri- cycling linkages between the site, the Town Centre and surrounding environs. In ad will require the site's green infrastructure network to extend to Newbridge Fie proposed active travel route INM-BR-49 and establishing a 'green lung' that conne Town Centre and Merthyr Mawr. This will facilitate a key multi-functional networ features south of Bridgend, providing a plethora of economic, health and wellbeing link residents. Housing allocation COM1(2) will also be required to provide a link/exter the adjacent site (PLA2) in addition to widening footway on southern side of A48 both southern and northern side. Broadlands roundabout will also be required to brown and cyclists.
With regards to landscape matters, a Landscape Character Assessment for Brid prepared by LUC and published in 2013. The document provides guidance or following the adoption of the Local Development Plan, supplements the Green Inf Landscape Supplementary Planning Guidance. The Assessment categorises Landscape Character Areas (LCAs) with the site in question being located within th Warren and Coastline" which runs north-eastwards up from the coast to the south The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Wa within the Merthyr Mawr Special Landscape Area, recognising designations suc SAC, SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthy Area and the Grade II* Registered Park and Garden of Merthyr Mawr House. designated as of Outstanding Historic Importance and all of the coastal area lies wi Coast. The Assessment also identifies key landscape sensitivities to development

cilities including town centres, facilities such as schools and twork in the County Borough. walking connections which will

to travel and promote the use ill likely result in greater travel opropriate mitigating transport ssessment (See Appendix 36) de and inform the process of mpact of these proposals. The level of development detailed uitable mitigation.

ure that development must be ndency on the private car and munity facilities. Development vel scheme, public transport the Bridgend Local Transport

buth of Bridgend (Island Farm), ocially inclusive developments it-orientated development that tor vehicle dependency. Wellthe site to foster community providing safe pedestrian and addition proposed Policy PLA2 fields, thereby capitalising on nects the site to both Bridgend york of integrated spaces and g benefits for new and existing stend route on A48 to connect 8 to 3m and extend length on to be upgraded for pedestrians

ridgend County Borough was on landscape character and, nfrastructure, Biodiversity and is undeveloped land into 15 the "Merthyr Mawr Farmland, uthwestern fringe of Bridgend. /arren and Coastline LCA falls uch as Merthyr Mawr Warren hyr Mawr village Conservation se. Much of the landscape is within the Glamorgan Heritage nt-led to change, stressing the

	important of protecting the nationally important archaeological and cultural herit integral part of the wider Landscape of Outstanding Historic Importance, includi remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Ma recommends implementing management strategies for their continued survival ar including through appropriate land management practices and recreation n importance of this landscape, and the need for landscape mitigation measures proposal, is clearly recognised within the Replacement LDP's evidence base and th within the supporting text to PLA2(2) for completeness.
	In particular, the southern boundary of the Land South of Bridgend (Island F important as it lies adjacent to a historic landscape as identified by the LCA. The R protect and conserve this landscape's character and features by appropriate develor Policy PLA2 will ensure the design and layout of the site has regard to the surrour visual impacts through the inclusion of mitigation measures that provide links with access features. Appropriate landscaping treatments must be utilised along the s order to minimise visual impacts on adjacent uses.
	There will, undoubtedly, be an element of landscape change, although, as a permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/R considered extant. A Landscape and Visual Impact Assessment (LVIA) was Environmental Statement submitted alongside the 2008 outline application for the The LVIA evaluated the significance of landscape and visual impacts by assessing baseline landscape and visual resources of the application site and wider area and that would occur to the site and surroundings during the various phases of the prepared on the basis of proposals for a sports village which included buildings of as, in the cases of the proposed stadia elements, a high level of massing. The LVIA will be permanent residual views of buildings, these will be predominantly ne significance following the implementation of the comprehensive mitigation measu assessment period. Views are a subjective matter and have been assessed as b scale of change in the appearance of an undeveloped landscape. It is anticipated will embrace these community led proposals and be stimulated by the qual development. The loss of landscape management, will give rise to beneficial landscap medium and long term future". A series of mitigation measures were recommende of mitigation are proposed as part of the newly proposed development and will inclu the creation of an undulating roofscape, the use of muted recessive colours, the bands of colour and texture, and using cut and fill techniques to reduce perceived It should also be noted that the proposed mixed-use development at Land South or result in significantly reduced building heights and a reduced feeling of mass previously permitted sports village scheme.
	The site promoter has equally considered the landscape effects in addition to miti not subject to any local or national, statutory or non-statutory landscape designat buildings and TPOs on the edge of the site (neither are directly affected by the LANDMAP analysis reflects that the sites are not subject to any designations. We "outstanding" against certain criteria, it also performs as "medium" and "low" for level of sensitivity is comparable to similar parcels of land on the urban fring development of the site is not considered to undermine any of the six landscape s as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Charact

ritage of the landscape as an ding prehistoric and medieval awr Estate. The Assessment and visibility in the landscape, management. As such, the es for any local development this will be further emphasised

Farm) proposed allocation is Replacement LDP will seek to elopment mitigation measures. bunding landscape, minimising ith the existing landscape and southern fringes of the site in

aforementioned, the existing RES refer) on the site are s undertaken as part of the sports village at Island Farm. g the sensitivity of the existing d the magnitude of the change development. The LVIA was f close to 20m in height as well IA concluded that "while there negligible, minor or moderate ures at the end of the 15 year being adverse because of the that the majority of receptors ality and appearance of this the scale of proposed planting ape and ecology effects in the led. Broadly, the same means lude strong boundary planting, use of horizontal and vertical d scale and mass of buildings. of Bridgend (Island Farm) will ssing when compared to the

itigation measures. The site is nations, albeit there are listed the proposed development). Whilst scoring as "high" and r other criteria and overall the age of Bridgend. Further, the sensitivities that are identified acter Area. A detailed, updated

			LVIA will be required to inform and accompany further masterplanning work (application). This more detailed assessment will include finer details relating to ro
			The land surrounding Merthyr Mawr is recognised within the Replacement LDP a various designations and policies (see Appendix 25 – Special Landscape Designations and policies (see Appendix 25 – Special Landscape Designations and policies (see Appendix 25 – Special Landscape Designations and Nature Reserve. These are protected under the Wildlife at amended by the Countryside and Rights of Way (CROW) Act 2000, the Natt Communities (NERC) Act 2006 and the Environment (Wales) Act 2016. Policy SP1 statutorily designated sites of national importance and any development proposa be subject to special scrutiny to establish any potential or indirect effects. The onu potential developer and/or owner to clearly demonstrate the case for the sid development should not be located elsewhere on a site of less significance to na design in conjunction with appropriate planning conditions and/or planning ob pursued by the local planning authority with a view to overcoming potential environmental resource, and to ensure protection and enhancement of a site's naturi Mawr Warren is also designated as a Special Landscape Area (See Polic Special Landscape Designations), in recognition of the surrounding character a Policy DNP4 protects such designations from inappropriate development. In order possible, development within a SLA should retain and enhance the positive attribut to remove or mitigate any negative influences. In order to achieve this, the distance of the set of th
			development should respect the special landscape context. In particular, desig traditions of the locality in its form, materials and details and aim to assimilate the landscape.
			Merthyr Mawr Village is also designated as a Conservation Area in recognition of the or historic interest, the character or appearance of which it is desirable to preserve development proposals, the Council will seek to resist new development or the de unless it would preserve or enhance the character and appearance of the con DNP11).
1233	Fully support SOBJ1, SOBJ2, SOBJ3 & SOBJ4 but in addition, and within these objectives, agriculture should take priority as the land use for the agricultural land in the county borough	In support of strategic objectives SOBJ1, SOBJ2, SOBJ3 & SOBJ4. Concern for agricultural land use.	Comment /Support noted. The replacement Plan in its strategic objective (SOBJ3) rural economy to support sustainable and vibrant rural communities, recognising the In terms of rural economy, the policies within the Deposit Plan supports local emp settlements, in line with the National Planning Policy and guidance. The plan er scale sustainable enterprises within the settlement boundaries and diversification from the focus on agriculture, outside the settlement area in the open countryside
			Furthermore, Policy ENT 4 on rural economy, encourages new applications for firms outside of the settlement boundaries, under set conditions and ensuring that policy requirements to conserve and enhance the quality of the countryside setting
520	The LDP will contradict SOBJ2, SOBJ3 and SOBJ4 in relation to Porthcawl. Adding thousands of extra homes to the community of Porthcawl will not enhance our town in any way, shape or form. Without a vastly improved road system, Porthcawl will only attract those who enjoy driving around trying to find a parking space.	regarding Strategic Allocation PLA1: Porthcawl Waterfront /	Comments noted. The Deposit Plan has been underpinned through the identifical scale of economic growth and housing provision, all of which have been based us based judgements regarding need, demand and supply factors (See Appendix Preferred Strategy Strategic Growth Options). A range of growth scenarios across period have been analysed and discussed within the Strategic Growth Options considered how the County Borough's demographic situation is likely to change fit the most appropriate response for the Replacement LDP. As such the Replacement plan requirement to enable a balanced level of housing and employme sustainable patterns of growth, support existing settlements and maximise viable

(as part of a future planning roofscapes and landscaping.

and is very much protected by signations and Appendix 26 – ic landscape of Merthyr Mawr and Countryside Act 1981, as atural Environment and Rural P17 specifically seeks to protect sal which affects such sites will hus will be firmly placed on any site's development, and why nature conservation. Sensitive obligations/agreements will be ntial adverse impacts on the nature conservation interest.

blicy DNP4 and Appendix 25 – and quality of the landscape. der to be acceptable, wherever butes of its landscape and seek design, scale and location of ign should reflect the building the development into the wider

the area's special architectural rve or enhance. In considering demolition of existing buildings onservation area. (See Policy

3), commits to develop a strong the role of leisure and tourism. ployment opportunities in rural encourages appropriate smallion of the rural economy away de.

or expansion and relocation of hat it is in accordance with the ing.

ication of the most appropriate d upon well informed, evidence dix 42 – Background Paper 2: as the whole Replacement LDP s Background Paper. This has a from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve e affordable housing delivery.

The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfiel on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities th Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land.
The Replacement LDP apportions sustainable growth towards settlements that alr services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreher Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of growth, demonstrating capacity for sustainable growth based on its accessibility, employment provision in the context of its existing population base.
The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constrait promoters were asked to prepare and submit a number of technical supporting stud- deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
As part of the proposed allocation of Porthcawl Waterfront, development will requirements including masterplan development principles and placemaking prin PLA1 – Page 63). The provision of new residential units, including affordable dwell of other vital regeneration requirements comprising flood defences, public open spattravel links plus education, retail and community facility provision.
In terms of transport, the Council recognises that any development growth will I demand, and that increased traffic levels and congestion is likely to occur if app measures and infrastructure are not delivered. Therefore a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed le within the LDP can be accommodated within the BCBC Highway Network with suit
Furthermore, Policy PLA1 will require development to include a new roundabout ar to the Sandy Bay development parcels. Highway improvements will also be require point of vehicular access for a foodstore is off the Portway roundabout. Off-site high be required of which they must has regard to the requirements arising from the Tr identified in the Transport Measures Priority Schedule.
In terms of car parking, it's acknowledged that a sound and robust parking strategy of the regeneration. As part of the strategy, the site will accommodate a new multi st Hillsboro car par enabling more ground floor space to be given over to publ

gy Options Background Paper oment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as ent opportunities within these Wales and seeks to minimise

already benefit from significant to enabling transit orientated Appendix 19) to establish a ensive range of variables the of supporting regeneration-led y, availability of amenities and

ite has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed

vill be subject to site-specific principles (See Deposit Policy ellings, will enable the delivery pace, leisure, enhanced active

I likely result in greater travel opropriate mitigating transport ssessment (See Appendix 36) de and inform the process of mpact of these proposals. The level of development detailed uitable mitigation.

and link road to enable access red to ensure that the principal ighway improvements will also Transport Assessment and as

y will be critical to the success storey car park on the existing blic realm and development.

520	Para 1d states admirably 'Porthcawl, in its pivotal position on the Swansea Bay waterfront, should maintain and enhance its role as a vibrant and distinctive tourism and leisure destination'. But how can building on the town's largest car park 'maintain or enhance' Porthcawl as a visitor and tourist destination ?	regarding Strategic Allocation PLA1: Porthcawl Waterfront /	Consideration should be given to alternative future uses as, overtime, the aspirat Waterfront will be principally by public transport including park and ride schemes of private vehicles requiring parking facilities. Consultations confirmed widesprea multi storey car park whilst recognising it will change the immediate outlook of pro- The authority has a strong desire to facilitate and actively encourage a modal s public transport and the provision of a new bus terminus is integral to this as we future Wales Plan. As such, a new 'bus terminus' may also be located along the as a boulevard where visitors and locals could arrive at, and depart from the reger The location of the bus terminus project is being brought forward in connecting Matto Plus project and is seen as a key element of the wider regeneration plans. Comments noted. The Deposit Plan has been underpinned through the identific scale of economic growth and housing provision, all of which have been based i based judgements regarding need, demand and supply factors (See Appendit) Preferred Strategy Strategic Growth Options). A range of growth scenarios across period have been analysed and discussed within the Strategic Growth Options considered how the County Borough's demographic situation is likely to change f the most appropriate response for the Replacement LDP. As such the Rep appropriate plan requirement to enable a balanced level of housing and employm sustainable patterns of growth, support existing settlements and maximise viable The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the develop periphery of sustainable urban areas, primarily on previously developed brownfiel on the delivery of the brownfield regeneration glocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration growth Areas. The ongoing commitment to brownfield nevelopement accords with the site-search sequence outl
			the criteria in the Candidate Site Assessment Methodology which was previously 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asse based on any specific issues they raised in terms of their deliverability, gener

ation is that travel to Porthcawl s, greatly reducing the number ad support for the concept of a roperties on Hillsboro Place.

shift towards increased use of well as being part of the wider e Portway of which will function eneration site and town centre. so the town centre. The Council terminus within the Porthcawl tion with Cardiff Capital Region

ication of the most appropriate d upon well informed, evidence dix 42 – Background Paper 2: ss the whole Replacement LDP s Background Paper. This has from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve e affordable housing delivery.

egy Options Background Paper pment of land within or on the field sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise

already benefit from significant to enabling transit orientated e Appendix 19) to establish a nensive range of variables the of supporting regeneration-led ty, availability of amenities and

site has been assessed against consulted upon (See Appendix essment, sites were examined ral location, neighbouring land raints and opportunities. Site tudies to demonstrate the site's ent, only those sites deemed

	1		·
			As part of the proposed allocation of Porthcawl Waterfront, development will requirements including masterplan development principles and placemaking pri PLA1 – Page 63). The provision of new residential units, including affordable dwel of other vital regeneration requirements comprising flood defences, public open spa travel links plus education, retail and community facility provision.
			A Placemaking Strategy has been developed and produced of which provides the broader vision for Porthcawl; which aims to create a premier seaside resort of regis comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve the space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbor development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
			In terms of Salt Lake, development will include a new food store, residential (in supporting commercial uses and leisure. With regards to leisure, an area north of will be safeguarded for a leisure use, potentially a hotel. In the event that a hote the site could provide an alternative form of leisure/tourism/commercial, year ro Furthermore, the comprehensive enhancement of the Eastern Promenade with better landscaping provides an exciting opportunity to create an area that will not of also act, with others, to set a quality benchmark which will also need to be achieved
			Mixed-use development will be encouraged throughout the development. Comme on the ground floor if there is market demand for such uses. Retail uses, re particularly encouraged. This mix of uses will help bring life and vitality during the
			Sandy Bay will accommodate public open space, residential, education provision open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpo Outdoor Recreation Facilities of which are to be delivered in accordance with Recreation Facilities and New Housing Development Supplementary Planning Gu
			Additionally, there are plans for creating new facilities at Cosy Corner, including concreating employment opportunities. The plans for Cosy Corner include an all-new so which will feature new premises suitable for retail and start-up enterprises. The new meeting space for community use, a parade square for the Sea Cadets and an as well as changing facilities for users of the nearby marina. If funding allows, plan enhance the scheme with new landscaping, public seating, a children's play a capable of providing comfortable outdoor shelter from rain and the sun.
			Strategic Policy 16: Tourism and supporting development management po development. The LDP will also provide the framework for the provision and pro quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
107	None of the key issues of the Deposit Replacement LDP take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stage preparation.

will be subject to site-specific principles (See Deposit Policy vellings, will enable the delivery space, leisure, enhanced active

s the framework to deliver the egional significance through the able distribution and variety of e upon areas of attractive open ong the seafront, supplemented bour and Trecco Bay. Physical the town as a place to live and c benefits that allow the broader

(including affordable housing), of the harbour within Salt Lake tel facility is not delivered then round, wet-weather attraction. th new buildings, facilities and t only enhance the frontage but eved elsewhere.

nercial units will be considered restaurants and cafes will be le day and into the evening.

on and commercial. In terms of porate Green Infrastructure and h Policy COM10 and Outdoor Guidance.

community facilities whilst also w stone and glass-clad building e council also wants to create an office for the harbour master ans are in place that will further area and a canopy structure

policies will promote tourism protection of well-located, good he County including Porthcawl, ation Management Plan (2018-

tages of the Replacement LDP

1020	It is very clear that the draft LDP has been designed to provide overspill housing for other areas. Particularly Cardiff. It proposals to creat e homes for approximately twice as many people as jobs	No changes – concern over out- commuting	Comments noted. The rationale behind the Growth Strategy of the Replacement opposite of the representor's comments. The planned level of housing growth is ne that could frustrate economic development or promoted in such a way as to encourd housing provision, all of which have been based upon well informed, evidenceneed, demand and supply factors (See Appendix 42 – Background Paper 2: Preferr Options). A range of growth scenarios across the whole Replacement LDP peri discussed within the Strategic Growth Options Background Paper. This has Borough's demographic situation is likely to change from 2018-2033 and inforresponse for the Replacement LDP. As such the Replacement LDP identifies an to enable a balanced level of housing and employment provision that will achieve set Over 30% of the County Borough's population is projected to be aged 60+ by 203 growth across this age group, there is likely to be a broad reduction in local econ does not facilitate sustainable levels of economic growth that will attract and retain econ within the County Borough. As justified within the Strategic Growth Optio Regeneration and Sustainable Growth Strategy is largely driven by households. This growth is projected to support an increase in people in workplace-based emplies to be accommodated through provision of up to 7,500 additional jobs.
121	Members of Coychurch Higher Community Council have several concerns in relation to the key issues and drivers, vision and objectives of the Deposit Replacement Local Development Plan. Whilst they agree with the strategic objectives in principle, there is concern as to the timescales. For example, building houses estates in the county is all very well, but schools and health facilities need to be in place in readiness for an increased population.	-	Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37) which provides a single schedule of all necessary infrastructure without which sites for the anticipated quantum of proposed housing / employment uses with proceed. Such infrastructure includes on site education provision, health facilities, transport improvements, affordable housing, community facilities and improvement timing of provision of such measures will be secured through the use of Section 1 conditions and determined at the planning application stage.
71	All good if it's carried through as promised. Too often section 106 money is spent elsewhere	All good if what is promised is delivered	Comments noted.
69	The Deposit Replacement Local Development Plan (LDP) notes that Pencoed is a settlement for the logical expansion of under-utilised sites and is a sustainable growth area. The town has been identified as a sustainable growth area	Comments	Comments noted. The Deposit Plan has been underpinned by the identification of economic growth and housing provision, all of which have been based upon w judgements regarding need, demand and supply factors (See Appendix 42 – Ba Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Backgroun how the County Borough's demographic situation is likely to change from 2018-

nt LDP is to achieve the exact neither constrained in a manner courage inward commuting

priate scale of economic growth ce-based judgements regarding erred Strategy Strategic Growth eriod have been analysed and s considered how the County nformed the most appropriate n appropriate plan requirement sustainable patterns of growth.

033. With absolute and relative phomic activity rates if the Plan nenon. The Replacement LDP economically active households tions Background Paper, the ds within the 35-44 age group. apployment over the Plan period,

requirement underpinning this porting growth of up to 500 jobs er that could frustrate economic ather, the underlying projection commuting and promote more fision. This level of growth is of homes provided and the job

been produced (See Appendix th the development of allocated ithin the plan period could not s, environmental management, ents to utility infrastructure. The 106 Agreements and planning

n of the most appropriate scale well informed, evidence based Background Paper 2: Preferred hole Replacement LDP period und Paper. This has considered 8-2033 and informed the most

based on accessibility, amenities and	facilities within	appropriate response for the Replacement LDP. As such the Replacement LDP ic
employment opportunities. The land east	Pencoed, health	requirement to enable a balanced level of housing and employment provision t
of Pencoed has been identified as a location	care facilities,	patterns of growth, support existing settlements and maximise viable affordable ho
for 770 residential units including affordable	primary school,	
housing; a new 1.5 form entry primary	Moratorium &	The distribution of growth is further evaluated and justified in the Spatial Strategy
school and nursery facility; outdoor	trains platform	(See Appendix 43 – Background Paper 3). The strategy prioritises the developm
recreational facilities as well as active travel	edge	periphery of sustainable urban areas, primarily on previously developed brownfiel
routes and community facilities. It will be	5	on the delivery of the brownfield regeneration allocations identified in the exist
essential that Pencoed Town Centre		Maesteg and the Llynfi Valley are still denoted as regeneration priorities th
undergoes significant regeneration with		Regeneration Growth Areas. The ongoing commitment to brownfield development
sufficient amenities and facilities to		settlements accords with the site-search sequence outlined in Planning Policy W
accommodate an increase in population.		developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe
Concerns were also expressed by residents		success in delivering development on brownfield land in other settlements (notab
about whether or not Pencoed has sufficient		Gateway), there are limited further brownfield regeneration opportunities rema
capacity at healthcare facilities such as GPs		deliverable sites (including some greenfield sites) are therefore required to impler
and Dental Surgeries to accommodate an		housing in high need areas and ensure the County Borough's future housing requi
increase in population? Furthermore, it is		
regrettable that there hasn't been a decision		The Replacement LDP apportions sustainable growth towards settlements that alr
made on whether or not the new primary		services, facilities and employment opportunities and are most conducive to
school will be an English or Welsh language		development. As such, a Settlement Assessment has been undertaken (See A
medium school. I would encourage a		sustainable settlement hierarchy. Based upon the consideration of a compre
preference for a Welsh language medium		sustainable growth will be appropriately directed towards the Main Settlements of E
primary school which would resolve issues		with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
relating to access to Welsh language		
education in the east of the County Borough		The plan preparation has involved the assessment of 171 sites. Each candidate site
and this would also alleviate potential		the criteria in the Candidate Site Assessment Methodology which was previously co
pressure and capacity issues on English		13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses
language medium secondary education at		based on any specific issues they raised in terms of their deliverability, general
Pencoed Comprehensive School if there is		uses, existing use(s), accessibility, physical character, environmental constrai
to be a significant influx in the population.		promoters were asked to prepare and submit a number of technical supporting stuc
With regards to the comments on the		deliverability, sustainability and suitability. Proceeding this detailed assessmen
moratorium on development to the West of		appropriate were included for allocation in the Deposit Plan. As such, candidate sit
the railway crossing, it is suggested in the		appropriate for allocation.
Draft LDP that this moratorium would		
remain in place and that there would be no		As part of the proposed allocation of Land East of Pencoed, development will
increase in net vehicular movements to the		requirements including masterplan development principles and placemaking placemaking principles and placemaking placemak
West of Pencoed. However, there is an		PLA4 – Page 75). The provision of new residential units, including affordable dw
ambition to close the railway crossing and		alongside a new 1.5 form entry primary school, recreation facilities, public op
replace the existing Penprysg Road Bridge.		community facilities and commercial uses.
A significant majority of residents have		
expressed the view that the moratorium on		In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been
development in the existing Hendre ward of		a single schedule of all necessary infrastructure without which the development
Pencoed should remain in place for the plan		anticipated quantum of proposed housing/employment uses within the plan period
period regardless of whether or not the		infrastructure includes transport, education, health, environmental manageme
Penprysg Road Bridge is replaced.		community and cultural infrastructure.
Furthermore, residents were keen on		In terms of health, the Council has also been appearing with Own Tot Managements
ensuring that the congestion issues which		In terms of health, the Council has also been engaging with Cwm Taf Morgannwg l
currently exist in the town centre are not		the outset of the Replacement LDP process. Early meetings were held to ensure the
simply moved to another location in Pencoed and that the bottleneck on Hendre		of growth proposed was clarified to help facilitate alignment of service provision Candidate Site Assessment, the health board amongst other consultation bod
		Toanuivale one Assessment, the nearth board antonyst other consultation bod

didentifies an appropriate plan that will achieve sustainable housing delivery.

gy Options Background Paper oment of land within or on the ield sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's ably Bridgend and the Valleys naining. Additional viable and lement SP1, deliver affordable quirements can be realised.

already benefit from significant to enabling transit orientated e Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

site has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed site 219.C1 was considered as

will be subject to site-specific principles (See Deposit Policy dwellings, will be Incorporated open space, plus appropriate

en produced. The IDP provides nent of allocated sites for the priod could not proceed. Such nent, utilities in additional to

g University Health Board from he level and spatial distribution on. As part of Stage 3 of the odies were invited to provide

Road due to the narrowing of the road doesn't cause further issues. It is therefore suggested that Hendre Road is widened in an appropriate location. When the railway crossing is closed, resolving the separation of the community of Pencoed, consideration should also be given to how the platforms for train travel can be improved to resolve the current issue whereby there is a huge gap between trains and the platform edge. However, in broad terms, I welcome the suggestion that Pencoed railway crossing is closed and a new Penprysg Road Bridge is constructed. I believe that it will offer an opportunity for community regeneration around the Cenotaph which would be a welcome development, creating a focal point for the town and encourage commercial investment in the town centre. I welcome proposals to expand the Park & Ride facility which would encourage travel via public transport but there were comments from residents that the bus network ought to be improved so it is a welcome development that there is a commitment in the LDP to improve the existing bus network. Finally, I welcome the LDP proposals for the provision of a natural greenspace at Heol Wastad-Waun and the proposals for 24 units at the site of the former RAOB Club in Pencoed.

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.

In relation to education, should PLA4: Land East of Pencoed development be adopted within the new Local Development Plan, a decision on language type for the primary provision (ie whether the school is Welsh or English-medium) would be undertaken in due course.

In terms of the moratorium, Background Paper 16: Development West of the Railway Line, Pencoed, makes use of several recent studies focussed on the highway network in Pencoed to determine the requirement for the existing moratorium on development, as prescribed by Policy PLA6 in the Bridgend Local Development Plan, to be retained in the emerging replacement Local Development Plan 2018 to 2033. It has been identified that significant assessment has been undertaken into developing a solution which is likely to require major interventions to include the closure of the Hendre Road level crossing as well as a replacement Penprsyg Road bridge with significantly improved capacity and active travel infrastructure. However, the available solutions are subject to many constraints which would need to be overcome through further assessment and design and will require collaboration of several statutory undertakers. There are also restrictions in terms of funding, with no existing guarantees that the required costs for major intervention can be met over the replacement plan period. It is therefore concluded that the existing development moratorium in Pencoed should be retained within the revised Local Development Plan 2018-2033 until a suitable transport intervention materialises.

In terms of the train's platform edge, such suggestions are beyond the scope of the LDP, and will require the involvement of other internal and external departments to deliver. The Council is currently carrying out an initial public consultation on the Pencoed level crossing and Penpyrsg road bridge, of which will allow members of the public and other stakeholders to voice their views and/or concerns.

Strategic Policy SP12 of the Replacement Plan will promote Town, District and Local Centres throughout the County Borough (such as Pencoed District Centre) 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.

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.

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.

Title: Do you have any comments to make on th		
ID Comment	Summary of changes being sought/pro posed	Council response
47 The development of Salt Lake surrounding area as proposed will in view offer growth opportunities with posiconsequences not readily apparent. example, the improvements planned Hillsboro and Dock Street car parks increase capacity and current lack maintenance, improve visual appeara and embrace the newer Salt L development. The Authority has opportunity to ensure that the new sma under croft style retail and café etc in new development are set at realistic reand with flexible leases. Traders in current retail areas of John Street, I Road and Well Street suffer from excess demands on the part of Landk demanding excessive rents and inflex leases. The Chamber of Trade notes the only way some traders have mana to terminate their lease has been to put business into bankruptcy. Devising modern car parking strategy fit for period of this RLDP must be an integral as it is both a barrier and an enabler progress with the key drivers in the or plan. The pressing need for a Porthcawl parking strategy keeps getting the 'n from BCBC politicians but little is d about it. Anecdotally Porthcawl contribucirca £0.75m per annum through parking charges and our car parks h been full in January. It is difficult to b any way positive about the inclusior Sandy Bay within the RLDP as a contrib to growth in either economic or social te until such time as proposals are chan from being 'land sale receipts' focussed is almost certain that the new hous proposed for Salt Lake in terms contributing to the 'new housing target' be impacted upon by its location as a view development. To illustrate this thro recent development. To illustrate this thro recent development.	and Concerns my regarding tive Strategic For Allocation to PLA1: will Porthcawl of Waterfront nce ake the aller the ents the _ias sive ords ible that ged the part for araft car nod' one utes car ave e in of utor rms ged I. It sing of will sea ugh	Comments noted. It is beyond the scope of the LDP to control and set business rent and The Deposit Plan has been prepared in accordance with Welsh Government Development It contains guidance on how to prepare, monitor and revise a development plan, undergrensure that plans are effective and deliverable and contribute to placemaking, as define Planning Policy Wales (PPW). The Deposit Plan has been underpinned through the identification of the most appropria and housing provision, all of which have been based upon well informed, evidence based demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strateg A range of growth scenarios across the whole Replacement LDP period have been analy Strategic Growth Options Background Paper. This has considered how the County Borc is likely to change from 2018-2033 and informed the most appropriate response for the the Replacement LDP identifies an appropriate plan requirement to enable a bala employment provision that will achieve sustainable patterns of growth, support existin viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy Optit Appendix 43 – Background Paper 3). The strategy prioritises the development of land sustainable urban areas, primarily on previously developed brownfield sites. It continue the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, N are still denoted as regeneration priorities through their designation as Regeneration commitment to brownfield development opportunities within these settlements accords w outlined in Planning Policy Wales and seeks to minimise developmental pressure on Be agricultural land. The Replacement LDP apportions sustainable growth towards settlements that alre services, facilities and employment opportunities and are most conducive to enabling tra As such, a Settlement Assessment has been undertaken (See Appendix 19) to establ hierarchy. Based upon the consideration of a compre

nd leases.

ment Plans Manual (Edition 3). erpinned by robust evidence to ned in national policy set out in

riate scale of economic growth ed judgements regarding need, egy Strategic Growth Options). alysed and discussed within the brough's demographic situation ne Replacement LDP. As such alanced level of housing and ting settlements and maximise

otions Background Paper (See d within or on the periphery of ues to focus on the delivery of , Maesteg and the Llynfi Valley n Growth Areas. The ongoing with the site-search sequence Best and Most Versatile (BMV)

Iready benefit from significant transit orientated development. ablish a sustainable settlement Replacement LDP will maintain th, demonstrating capacity for at provision in the context of its

has been assessed against the lted upon (See Appendix 13 – s were examined based on any ring land uses, existing use(s), proters were asked to prepare eliverability, sustainability and were included for allocation in

	Bay (formally the Rest Home) man sales thus far have been taken up by speculators as an investment, holiday let companies and individuals and as holiday homes, the Jennings marketed as work-live studios has a number of holiday lets and bolt holes for some Cardiff residents. The 'Links' at entrance to Locks Lane are majority owned		As part of the proposed allocation of Porthcawl Waterfront, development will be subject including masterplan development principles and placemaking principles (See Deposit I provision of new residential units, including affordable dwellings, will enable the delive requirements comprising flood defences, public open space, leisure, enhanced active tra and community facility provision. Sandy Bay will accommodate public open space, residential, education provision and c space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Gree
	by absent landlords and owners. Serviced accommodation is being replaced with self-		Recreation Facilities of which are to be delivered in accordance with Policy COM10 and and New Housing Development Supplementary Planning Guidance.
	catering holiday lets and homes.		In terms of car parking, it's acknowledged that a sound and robust parking strategy will be regeneration. As part of the strategy, the site will accommodate a new multi storey car p car par enabling more ground floor space to be given over to public realm and developm given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl W public transport including park and ride schemes, greatly reducing the number of priva facilities. Consultations confirmed widespread support for the concept of a multi storey will change the immediate outlook of properties on Hillsboro Place.
			The authority has a strong desire to facilitate and actively encourage a modal shift tow transport and the provision of a new bus terminus is integral to this as well as being part Plan. As such, a new 'bus terminus' may also be located along the Portway of which will first visitors and locals could arrive at, and depart from the regeneration site and town ce terminus will enable access towards the waterfront and also the town centre. The of feasibility work to explore proposals to deliver a bus terminus within the Porthcawl regeneration project is being brought forward in connection with Cardiff Capital Region Metro Plus element of the wider regeneration plans.
			In terms of the proposed sea view development on Salt Lake, it is beyond the scope of t occupants of the proposed residential development.
51	No real detail. Easier to do in areas that have opportunities to expand. Valleys communities are majority aging population, no real strategy or information about how there will be skill attraction to these areas.	relation to growth	
			The Strategy recognises the need to deliver wider regenerative benefits to Valleys or acknowledges their infrastructure capacity, topography and geographical constraints. Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that it demote to accommodate regeneration-led growth within the Valleys communities. There are COM1(R1-R3)) within this area that already have the benefit of planning permission or an briefs or master planning exercises to facilitate their delivery and regeneration. A substant also brownfield or are under-utilised, whilst also being aligned to transport hubs, credentials in terms of sustainable development and placemaking. However, it is acknow longer lead-in times, preparatory remediation-based enabling works and more detailed s
573	There is an underlying assumption that housebuilding contributes to economic development. This is a mistaken	danger that	As detailed within the Employment Background Paper, the Replacement LDP evid comprehensive range of growth options and analysed the link between different levels size and profile of the resultant resident labour force. This has ensured development of a

ct to site-specific requirements t Policy PLA1 – Page 63). The very of other vital regeneration ravel links plus education, retail

d commercial. In terms of open een Infrastructure and Outdoor d Outdoor Recreation Facilities

be critical to the success of the r park on the existing Hillsboro oment. Consideration should be Waterfront will be principally by vate vehicles requiring parking ey car park whilst recognising it

owards increased use of public part of the wider Future Wales Il function as a boulevard where centre. The location of the bus a Council has also undertaken heration area. The bus terminus s project and is seen as a key

the LDP to control the future

herefore, whilst these areas will create sustainable communities It is recognised that alternative d to) co-operative housing, selfnunity investment opportunities t diversifying and strengthening high quality environments.

communities at a scale which s. Therefore, Maesteg and the monstrates the largest capacity are individual sites (See Policy are the subject of development cantial number of these sites are s, thereby demonstrating high owledged that some will require d strategies to facilitate delivery. vidence base has evaluated a s of population change and the f a Growth Strategy that is most

ĺ		assumption. There is a a danger that this	create	appropriate to achieve an equilibrium between the number of economically active people
		plan will create dormitory areas for commuters whose employment will be in Cardiff or Swansea rather than Bridgend.	dormitory areas for commuters whose employment will be in Cardiff or Swansea rather than Bridgend	into the County Borough plus the number of employers relocating and/or expanding with the key aims of the Plan is to minimise the need for out-commuting. The relationship to employment provision has been very carefully considered to this end. Therefore, the De transform Bridgend County Borough into a commuter area for Cardiff and Swansea, an what the strategy is seeking to achieve. The level of growth proposed is considered the an equilibrium between new homes and employment provision, balanced again requirements, and connected through enhanced active travel opportunities. This is Employment Background Paper.
	520	The extra housing proposed for Porthcawl will provide no long-term jobs here.	The extra housing proposed for Porthcawl will provide no long- term jobs here	Comments noted. In terms of employment, the imbalance and shortage of employ acknowledged compared with other settlements within the County Borough, although it employment in the town will continue to be provided through planned growth in the com- sectors.
	520	£3,309,097 additional council tax revenue from 1,115 new homes in Porthcawl at Band G (£2967.80 pa).	Additional housing will generate tax	 Comments noted. The Deposit Plan has been underpinned through the identification of t economic growth and housing provision, all of which have been based upon well informed, regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Growth Options). A range of growth scenarios across the whole Replacement LDP per discussed within the Strategic Growth Options Background Paper. This has considered demographic situation is likely to change from 2018-2033 and informed the most a Replacement LDP. As such the Replacement LDP identifies an appropriate plan requir level of housing and employment provision that will achieve sustainable patterns settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy Option Appendix 43 – Background Paper 3). The strategy prioritises the development of land
				sustainable urban areas, primarily on previously developed brownfield sites. It continue the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, N are still denoted as regeneration priorities through their designation as Regeneration commitment to brownfield development opportunities within these settlements accords w outlined in Planning Policy Wales and seeks to minimise developmental pressure on Be agricultural land.
				The Replacement LDP apportions sustainable growth towards settlements that alre services, facilities and employment opportunities and are most conducive to enabling tra As such, a Settlement Assessment has been undertaken (See Appendix 19) to establ hierarchy. Based upon the consideration of a comprehensive range of variables the Re Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth sustainable growth based on its accessibility, availability of amenities and employment p existing population base.
				The plan preparation has involved the assessment of 171 sites. Each candidate site has criteria in the Candidate Site Assessment Methodology which was previously consulte Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites w

le remaining within and moving within the same vicinity. One of between housing growth and Deposit LDP does not seek to and this is the opposite aim of ne most appropriate to achieve ainst other key infrastructure is detailed further within the

loyment land in Porthcawl is in it is likely that the majority of commercial, leisure and tourism

of the most appropriate scale of ed, evidence based judgements 2: Preferred Strategy Strategic eriod have been analysed and red how the County Borough's appropriate response for the uirement to enable a balanced s of growth, support existing

btions Background Paper (See d within or on the periphery of ues to focus on the delivery of l, Maesteg and the Llynfi Valley n Growth Areas. The ongoing with the site-search sequence Best and Most Versatile (BMV)

Iready benefit from significant transit orientated development. ablish a sustainable settlement Replacement LDP will maintain th, demonstrating capacity for at provision in the context of its

has been assessed against the Ited upon (See Appendix 13 – s were examined based on any

		specific issues they raised in terms of their deliverability, general location, neighbourin accessibility, physical character, environmental constraints and opportunities. Site prom and submit a number of technical supporting studies to demonstrate the site's deli suitability. Proceeding this detailed assessment, only those sites deemed appropriate w the Deposit Plan.
		As part of the proposed allocation of Porthcawl Waterfront, development will be subject including masterplan development principles and placemaking principles (See Deposit I provision of new residential units, including affordable dwellings, will enable the delive requirements comprising flood defences, public open space, leisure, enhanced active transaction community facility provision.
520	Porthcawl's road system is inadequate to cope with the number of visitors we are seeing here at the moment.	Comments noted. The Replacement LDP identifies and differentiates between the susta a settlement hierarchy. This has been informed by the conclusions of the Bridgend Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's histor pattern and seeks to achieve more sustainable places in a number of ways. The scale ar to settlements is dependent upon their individual roles, functions and positions within the to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Backgrour Options) directs the majority of growth towards areas that already benefit from good infra networks, services and facilities, or where additional capacity can be provided.
		Whilst developments should be encouraged in locations which reduce the need to trasustainable transport, the Council recognises that any development growth will likely restand that increased traffic levels and congestion is likely to occur if appropriate mitigation infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appert to consider the impact of plan proposals and help guide and inform the process of delivered of modelling and quantifying the transport impact of these proposals. The technic assessment demonstrate that the proposed level of development detailed within the LDP the BCBC Highway Network with suitable mitigation.
		Furthermore, a detailed assessment has been completed by Jacobs in support of the (report attached as Appendix D). This assessment was based on an upper limit of 150 regeneration area and includes comparative analysis between the 2007 Transport Asses data set out within the following documents:
		 Porthcawl Regeneration Transport and Access Strategy 2007; and Porthcawl Waterfront Visitor Parking Strategy 2007.
		The comparative assessment included assumptions such as a maximum quantum of devidential dwellings, which significantly exceeds the 1240 residential units identified through this Latthis robust analysis, which overestimates the number of trips generated by the proposals does not appear to be an increase in trips which would materially impact on the highway
		Policy PLA1 will require highway improvements to ensure the principal point of vehicula the Portway roundabout; a new roundabout and link road to enable access to the Sandy emergency access through Dock Street and Sandy Lane in addition to providing off-site regard to the requirements arising from the Transport Assessment and as identified in the Schedule.
		Policy PLA1 will require on-site and off-site measures to provide good quality, attractive pedestrian and cycle linkages in accordance with Active Travel design. Improved linkage

ing land uses, existing use(s), moters were asked to prepare eliverability, sustainability and were included for allocation in

ct to site-specific requirements t Policy PLA1 – Page 63). The very of other vital regeneration ravel links plus education, retail

tainability of places by defining d County Borough Settlement orical and functional settlement and type of growth apportioned he settlement hierarchy. This is und Paper 3: Spatial Strategy frastructure including transport

travel and promote the use of esult in greater travel demand, pating transport measures and endix 36) has been undertaken ering land allocations by means ical notes accompanying this P can be accommodated within

e regeneration area proposals 600 residential units across the essment and associated survey

levelopment consisting of 1500 Land Use Framework. Despite Ils, the TA concludes that there ay.

lar access for a foodstore if off y Bay development parcels; an te highway improvements with he Transport Measures Priority

ve, legible, safe and accessible ges must be provided along the

	 waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthon Connections must be made to the existing active travel route 4084 and new routes should the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR POR-28. In terms of car parking, it's acknowledged that a sound and robust parking strategy will be regeneration. As part of the strategy, the site will accommodate a new multi storey car par enabling more ground floor space to be given over to public realm and developm given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Way public transport including park and ride schemes, greatly reducing the number of privatical facilities. Consultations confirmed widespread support for the concept of a multi storey.
 	will change the immediate outlook of properties on Hillsboro Place Comments noted. The Deposit Plan has been underpinned by the identification of the economic growth and housing provision, all of which have been based upon well informed regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Growth Options). A range of growth scenarios across the whole Replacement LDP per discussed within the Strategic Growth Options Background Paper. This has considered demographic situation is likely to change from 2018-2033 and informed the most a Replacement LDP. As such the Replacement LDP identifies an appropriate plan require level of housing and employment provision that will achieve sustainable patterns settlements and maximise viable affordable housing delivery.
	The Deposit Plan has been underpinned by the identification of the most appropriate so housing provision, all of which have been based upon well informed, evidence based demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Stratege A range of growth scenarios across the whole Replacement LDP period have been analy Strategic Growth Options Background Paper. This has considered how the County Bord is likely to change from 2018-2033 and informed the most appropriate response for the the Replacement LDP identifies an appropriate plan requirement to enable a bala employment provision that will achieve sustainable patterns of growth. Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With across this age group, there is likely to be a broad reduction in local economic activi facilitate sustainable levels of economic growth to offset this phenomenon. The Replace deliver sustainable forms of growth that will attract and retain economically active he Borough. As justified within the Strategic Growth Options Background Paper, the Re Growth Strategy is largely driven by households within the 35-44 age group. This grow increase in people in workplace based employment over the Plan period, to be accommune to 7,500 additional jobs.
	A positive employment land response is necessary to achieve an equilibrium between r labour force and job opportunities in order to stimulate the local to regional economy. T Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analyse boost alongside other employment trends including past take up of employment land forecasts. The resulting evidence base has informed the scale and distribution of employ suited to meet that need over the plan period in the context of Planning Policy Wales ar justified further in the Employment Background Paper, and set out in SP11.
shgould act as a magnet for housing, not	shgould act as a magnet for housing, not vice versa should act for housing, not vice

hcawl Comprehensive School. ould be provided to accord with R-13, INM-POR-14, INM-POR-R-25, INM-POR-26 and INM-

be critical to the success of the r park on the existing Hillsboro ment. Consideration should be Naterfront will be principally by vate vehicles requiring parking y car park whilst recognising it

the most appropriate scale of ed, evidence based judgements 2: Preferred Strategy Strategic eriod have been analysed and red how the County Borough's appropriate response for the uirement to enable a balanced s of growth, support existing

scale of economic growth and d judgements regarding need, egy Strategic Growth Options). alysed and discussed within the prough's demographic situation ne Replacement LDP. As such alanced level of housing and

th absolute and relative growth vity rates if the Plan does not cement LDP therefore seeks to households within the County Regeneration and Sustainable owth is projected to support an nmodated through provision of

new homes, a growing skilled The 2019 Economic Evidence sed this projected labour force d and sector based economic oyment need and the land best and Technical Advice Note 23,

			Policy ENT1 supports SP11 by allocating new employment land for development. Poli safeguarding the employment function of existing business and employment sites. This w sites to come forward.
1040	Building houses on green fields in the hope of jobs would be foolhardy except for the belief that they will be filled by people commuting to Cardiff or Swansea. 500 jobs a year would appear to be extremely optimistic. Insufficient detail or references are given in the draft LDP to make proper comment on the CARM strategy. Not enough weight appears to be given to the impact that such sustained population growth will have on many aspects that contribute to the wellbeing of current residents as well as the many aspects of infrastructure.	and impact of population growth	
			issues and drivers identified through the Replacement LDP preparation process. This we provision of affordable housing, on-site education provision, public open space and active In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produce IDP provides a single schedule of all necessary infrastructure without which the development anticipated quantum of proposed housing/employment uses within the plan period

blicy ENT2 supports SP11 by will enable a range of different

scale of economic growth and d judgements regarding need, egy Strategic Growth Options). Iysed and discussed within the rough's demographic situation he Replacement LDP. As such lanced level of housing and

th absolute and relative growth vity rates if the Plan does not ement LDP therefore seeks to nouseholds within the County Regeneration and Sustainable wth is projected to support an inmodated through provision of

new homes, a growing skilled The 2019 Economic Evidence ed this projected labour force d and sector based economic byment need and the land best and Technical Advice Note 23,

olicy ENT2 supports SP11 by will enable a range of different

ppendix G of the Sustainability e proposals to meet identified vides reasoned justification for sit Plan has only proposed site ve level of growth within the provided in support of the n, is provided in the Candidate

irements including masterplan and address the identified key will be facilitated through the ive travel provision.

duced (See Appendix 37). The oment of allocated sites for the od could not proceed. Such

			infrastructure includes transport, education, health, environmental management, utilities i cultural infrastructure.
1233	The local rural economy appears to have been entirely overlooked in your growth strategy.	Concerns relating to rural economy	Comment noted. The Deposit Plan has been underpinned by the identification of the economic growth and housing provision, all of which have been based upon well informed, regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Growth Options). A range of growth scenarios across the whole Replacement LDP periodiscussed within the Strategic Growth Options Background Paper. This has considered demographic situation is likely to change from 2018-2033 and informed the most applacement LDP. As such the Replacement LDP identifies an appropriate plan require level of housing and employment provision that will achieve sustainable patterns of settlements and maximise viable affordable housing delivery.
			In terms of rural economy, the policies within the Deposit Plan supports local employ settlements, in line with the National Planning Policy and guidance. The plan encoura sustainable enterprises within the settlement boundaries and diversification of the rural economy agriculture, outside the settlement area in the open countryside. The replacement P (SOBJ3), commits to develop a strong rural economy to support sustainable and vibrant run the role of leisure and tourism.
			Furthermore policy ENT 4 on rural economy, encourages new applications for expansion outside of the settlement boundaries, under set conditions and ensuring that it is in requirements to conserve and enhance the quality of the countryside setting.
1405	The Deposit Replacement Plan states that it 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'. Bridgend, Pencoed, Maesteg and Pyle all have their own leisure facilities which enable them to contribute to promoting healthy communities. Porthcawl	Concerns regarding Porthcawl / employment / tourism / leisure facilities	Comments noted. The Deposit Plan has been underpinned through the identification of the economic growth and housing provision, all of which have been based upon well informed, regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Growth Options). A range of growth scenarios across the whole Replacement LDP periodiscussed within the Strategic Growth Options Background Paper. This has considered demographic situation is likely to change from 2018-2033 and informed the most applacement LDP. As such the Replacement LDP identifies an appropriate plan require level of housing and employment provision that will achieve sustainable patterns of settlements and maximise viable affordable housing delivery.
	should also have its own range of leisure facilities to ensure it is being inclusive of all age groups in the community and able to play an active part in promoting a healthy community. The strategy makes provision for a level of growth which aims to provide new jobs. Porthcawl has no industry and therefore it is dependent mostly on tourism which in turn means that the only jobs available in Porthcawl are summer jobs,		The distribution of growth is further evaluated and justified in the Spatial Strategy Optic Appendix 43 – Background Paper 3). The strategy prioritises the development of land v sustainable urban areas, primarily on previously developed brownfield sites. It continues the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, N are still denoted as regeneration priorities through their designation as Regeneration (commitment to brownfield development opportunities within these settlements accords w outlined in Planning Policy Wales and seeks to minimise developmental pressure on Bes agricultural land.
	retail and serviced accommodation. The proposals will involve the closure of the fair ground with a loss of jobs so we are unable to see where those jobs will be replaced and the potential for growth in economic development.		The Replacement LDP apportions sustainable growth towards settlements that alreat services, facilities and employment opportunities and are most conducive to enabling tran As such, a Settlement Assessment has been undertaken (See Appendix 19) to establi hierarchy. Based upon the consideration of a comprehensive range of variables the Rep Porthcawl's role as a Main Settlement capable of supporting regeneration-led growth, sustainable growth based on its accessibility, availability of amenities and employment p existing population base.

s in addition to community and

the most appropriate scale of ed, evidence based judgements 2: Preferred Strategy Strategic eriod have been analysed and red how the County Borough's appropriate response for the uirement to enable a balanced s of growth, support existing

bloyment opportunities in rural urages appropriate small-scale l economy away from the focus t Plan in its strategic objective rural communities, recognising

ansion and relocation of firms in accordance with the policy

of the most appropriate scale of ed, evidence based judgements 2: Preferred Strategy Strategic eriod have been analysed and red how the County Borough's appropriate response for the uirement to enable a balanced s of growth, support existing

otions Background Paper (See d within or on the periphery of ues to focus on the delivery of , Maesteg and the Llynfi Valley n Growth Areas. The ongoing with the site-search sequence Best and Most Versatile (BMV)

ready benefit from significant transit orientated development. ablish a sustainable settlement Replacement LDP will maintain th, demonstrating capacity for at provision in the context of its

The plan preparation has involved the assessment of 171 sites. Each candidate site has criteria in the Candidate Site Assessment Methodology which was previously consulted Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites w specific issues they raised in terms of their deliverability, general location, neighbouring accessibility, physical character, environmental constraints and opportunities. Site promo and submit a number of technical supporting studies to demonstrate the site's delive suitability. Proceeding this detailed assessment, only those sites deemed appropriate we the Deposit Plan.
As part of the proposed allocation of Porthcawl Waterfront, development will be subject including masterplan development principles and placemaking principles (See Deposit P provision of new residential units, including affordable dwellings, will enable the deliver requirements comprising flood defences, public open space, leisure, enhanced active travand community facility provision.
In terms of employment, the imbalance and shortage of employment land in Porthcawl with other settlements within the County Borough, although it is likely that the majority of continue to be provided through planned growth in the commercial, leisure and tourism set
A Placemaking Strategy has been developed and produced of which provides the frame vision for Porthcawl; which aims to create a premier seaside resort of regional significance regeneration of this key waterfront site. It proposes a sustainable distribution and variety across the area. It also proposed to retain and improve upon areas of attractive open spac creating significant new areas of open space along the seafront, supplemented with high that traverse the entire site between the harbour and Trecco Bay. Physical developm manner will improve the attractiveness of the town as a place to live and work, enhance Centre and deliver wider socio-economic benefits that allow the broader settlement of Por
In terms of Salt Lake, development will include a new food store, residential (including affective commercial uses and leisure. With regards to leisure, an area north of the harbour within S for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered the alternative form of leisure/tourism/commercial, year round, wet-weather attraction. Further enhancement of the Eastern Promenade with new buildings, facilities and better lands opportunity to create an area that will not only enhance the frontage but also act, with other which will also need to be achieved elsewhere.
Mixed-use development will be encouraged throughout the development. Commercial un ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will This mix of uses will help bring life and vitality during the day and into the evening.
Sandy Bay will accommodate public open space, residential, education provision and co space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Recreation Facilities of which are to be delivered in accordance with Policy COM10 and C and New Housing Development Supplementary Planning Guidance.
Additionally, there are plans for creating new facilities at Cosy Corner, including com creating employment opportunities. The plans for Cosy Corner include an all-new stone a will feature new premises suitable for retail and start-up enterprises. The council also w space for community use, a parade square for the Sea Cadets and an office for the harbour facilities for users of the nearby marina. If funding allows, plans are in place that will furth

as been assessed against the red upon (See Appendix 13 – were examined based on any ng land uses, existing use(s), moters were asked to prepare eliverability, sustainability and were included for allocation in

t to site-specific requirements Policy PLA1 – Page 63). The ery of other vital regeneration avel links plus education, retail

wl is acknowledged compared of employment in the town will sectors.

mework to deliver the broader ce through the comprehensive y of complementary land uses pace within Griffin Park, whilst igh quality active travel routes ment of the waterfront in this nce the vibrancy of the Town orthcawl to thrive and prosper.

ffordable housing), supporting a Salt Lake will be safeguarded then the site could provide an rthermore, the comprehensive dscaping provides an exciting ers, to set a quality benchmark

units will be considered on the vill be particularly encouraged.

commercial. In terms of open en Infrastructure and Outdoor Outdoor Recreation Facilities

ommunity facilities whilst also and glass-clad building which wants to create new meeting our master as well as changing ther enhance the scheme with

			new landscaping, public seating, a children's play area and a canopy structure capal outdoor shelter from rain and the sun.
			Strategic Policy 16: Tourism and supporting development management policies will pro The LDP will also provide the framework for the provision and protection of well-located, recreation and leisure facilities and to diversify tourism in the County including Porthcaw Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (S
			Further consultation will take place soon on the Placemaking Strategy being prepared for for further public engagement and representations to be made in relation to the proposals site. Further information relating to the consultation will be made available on the Counci been finalised.
1496	As Porthcawl is a seaside town, the urbanisation intended will reduce parking for those houses and visitors, which will greatly risk the economy of Porthcawl. Housing does not enhance a seaside town or revitalise it. Leisure to attract should be paramount. There is nothing for Porthcawl, in the LDP, to enhance tourism. Taking 'open spaces' away in favour of housing does not contribute to the 'well being' of residents, visitors or future generations. The LDP does not feature a 'green wedge policy' which is a key objectives of the Welsh National Marine Plan which recognises the significant value of coastal tourism.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / parking / leisure / green wedge policy	Comments noted. The Deposit Plan has been underpinned through the identification of t economic growth and housing provision, all of which have been based upon well informed, regarding need, demand and supply factors (See Appendix 42 – Background Paper 2: Growth Options). A range of growth scenarios across the whole Replacement LDP peri discussed within the Strategic Growth Options Background Paper. This has considered demographic situation is likely to change from 2018-2033 and informed the most a Replacement LDP. As such the Replacement LDP identifies an appropriate plan requir level of housing and employment provision that will achieve sustainable patterns settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy Option Appendix 43 – Background Paper 3). The strategy prioritises the development of land sustainable urban areas, primarily on previously developed brownfield sites. It continue the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, N are still denoted as regeneration priorities through their designation as Regeneration commitment to brownfield development opportunities within these settlements accords w
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			The plan preparation has involved the assessment of 171 sites. Each candidate site has criteria in the Candidate Site Assessment Methodology which was previously consulte Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites a specific issues they raised in terms of their deliverability, general location, neighbouring accessibility, physical character, environmental constraints and opportunities. Site prom and submit a number of technical supporting studies to demonstrate the site's deli suitability. Proceeding this detailed assessment, only those sites deemed appropriate w the Deposit Plan.
			As part of the proposed allocation of Porthcawl Waterfront, development will be subject including masterplan development principles and placemaking principles (See Deposit F

able of providing comfortable

bromote tourism development. d, good quality, tourism, sport, awl, thereby contributing to the (See Appendix 30).

or Porthcawl, of which will allow s intended for the regeneration cil's website once details have

f the most appropriate scale of d, evidence based judgements 2: Preferred Strategy Strategic eriod have been analysed and ed how the County Borough's appropriate response for the uirement to enable a balanced s of growth, support existing

tions Background Paper (See d within or on the periphery of ues to focus on the delivery of Maesteg and the Llynfi Valley on Growth Areas. The ongoing with the site-search sequence Best and Most Versatile (BMV)

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t to site-specific requirements Policy PLA1 – Page 63). The

provision of new residential units, including affordable dwellings, will enable the deliver requirements comprising flood defences, public open space, leisure, enhanced active trav and community facility provision.
A Placemaking Strategy has been developed and produced of which provides the frame vision for Porthcawl; which aims to create a premier seaside resort of regional significance regeneration of this key waterfront site. It proposes a sustainable distribution and variety across the area. It also proposed to retain and improve upon areas of attractive open space creating significant new areas of open space along the seafront, supplemented with high that traverse the entire site between the harbour and Trecco Bay. Physical developm manner will improve the attractiveness of the town as a place to live and work, enhance Centre and deliver wider socio-economic benefits that allow the broader settlement of Por
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Mixed-use development will be encouraged throughout the development. Commercial un ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will This mix of uses will help bring life and vitality during the day and into the evening.
Sandy Bay will accommodate public open space, residential, education provision and c space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Recreation Facilities of which are to be delivered in accordance with Policy COM10 and 0 and New Housing Development Supplementary Planning Guidance.
Additionally, there are plans for creating new facilities at Cosy Corner, including concreating employment opportunities. The plans for Cosy Corner include an all-new stone a will feature new premises suitable for retail and start-up enterprises. The council also we space for community use, a parade square for the Sea Cadets and an office for the harbour facilities for users of the nearby marina. If funding allows, plans are in place that will furth new landscaping, public seating, a children's play area and a canopy structure capate outdoor shelter from rain and the sun.
Strategic Policy 16: Tourism and supporting development management policies will pro The LDP will also provide the framework for the provision and protection of well-located, recreation and leisure facilities and to diversify tourism in the County including Porthcaw Aims and Priorities of the Bridgend County Destination Management Plan (2018-2022) (S
Further consultation will take place soon on the Placemaking Strategy being prepared for for further public engagement and representations to be made in relation to the proposals is site. Further information relating to the consultation will be made available on the Council been finalised.
In terms of the removal of the green wedge policy, a report (See Appendix 34) has been the existing green wedge designations in the adopted Bridgend Local Development Pla

ery of other vital regeneration avel links plus education, retail

mework to deliver the broader ce through the comprehensive y of complementary land uses pace within Griffin Park, whilst igh quality active travel routes ment of the waterfront in this nce the vibrancy of the Town orthcawl to thrive and prosper.

ffordable housing), supporting a Salt Lake will be safeguarded then the site could provide an rthermore, the comprehensive dscaping provides an exciting ers, to set a quality benchmark

units will be considered on the vill be particularly encouraged.

commercial. In terms of open en Infrastructure and Outdoor Outdoor Recreation Facilities

ommunity facilities whilst also and glass-clad building which wants to create new meeting our master as well as changing ther enhance the scheme with able of providing comfortable

bromote tourism development. d, good quality, tourism, sport, wl, thereby contributing to the (See Appendix 30).

r Porthcawl, of which will allow s intended for the regeneration cil's website once details have

n undertaken of which reviews Plan 2006-2021 and considers

			the need for their continuation in the emerging Replacement Bridgend Local Develop concluded that whilst existing LDP Policy ENV2: Development in Green Wedges has b primary objective of preventing coalescence, other policies contained within the extant L Development in the Countryside, has also been successful in preventing coalescence. For LDP features defined settlement boundaries and policies of which strictly control develop space, biodiversity, landscape and the environment whilst also allocating sufficient lar therefore considered that the green wedge policy need not be taken forward in the Repla necessary.
848	No	No changes proposed	Comments noted.
480	Is 500 new jobs created per year realistic ? what are the levels created and lost in the last few years?	Concerns regarding employment	The Deposit Plan has been underpinned by the identification of the most appropriate so housing provision, all of which have been based upon well informed, evidence based demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Stratege A range of growth scenarios across the whole Replacement LDP period have been analy Strategic Growth Options Background Paper. This has considered how the County Bord is likely to change from 2018-2033 and informed the most appropriate response for the the Replacement LDP identifies an appropriate plan requirement to enable a bala employment provision that will achieve sustainable patterns of growth.
			Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With across this age group, there is likely to be a broad reduction in local economic activi facilitate sustainable levels of economic growth to offset this phenomenon. The Replace deliver sustainable forms of growth that will attract and retain economically active he Borough. As justified within the Strategic Growth Options Background Paper, the Re Growth Strategy is largely driven by households within the 35-44 age group. This growth increase in people in workplace based employment over the Plan period, to be accommunate to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium between r labour force and job opportunities in order to stimulate the local to regional economy. T Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 15) analyse boost alongside other employment trends including past take up of employment land forecasts. The resulting evidence base has informed the scale and distribution of employ suited to meet that need over the plan period in the context of Planning Policy Wales ar justified further in the Employment Background Paper, and set out in SP11.
107	The growth strategy in the Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stage preparation.
1020	It's designed to make Bridgend and Porthcawl in particular dormitory town for Cardiff.	•	Comments noted. The rationale behind the Growth Strategy of the Replacement LDP is of the representor's comments. The planned level of housing growth is neither constra frustrate economic development or promoted in such a way as to encourage inward com The Deposit Plan has been underpinned by the identification of the most appropriate s housing provision, all of which have been based upon well informed, evidence-based demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Stratege A range of growth scenarios across the whole Replacement LDP period have been analy Strategic Growth Options Background Paper. This has considered how the County Bord is likely to change from 2018-2033 and informed the most appropriate response for the

lopment Plan 2018-2033. It is been successfully used for its LDP, particularly Policy ENV1: Furthermore, the Replacement opment in the countryside, open and for housing. As such, it is placement LDP, as it will not be

scale of economic grow th and ed judgements regarding need, egy Strategic Growth Options). alysed and discussed within the prough's demographic situation he Replacement LDP. As such alanced level of housing and

ith absolute and relative growth ivity rates if the Plan does not cement LDP therefore seeks to households within the County Regeneration and Sustainable owth is projected to support an mmodated through provision of

new homes, a growing skilled The 2019 Economic Evidence sed this projected labour force d and sector based economic oyment need and the land best and Technical Advice Note 23,

ges of the Replacement LDP

s to achieve the exact opposite trained in a manner that could ommuting

scale of economic growth and ed judgements regarding need, egy Strategic Growth Options). alysed and discussed within the prough's demographic situation he Replacement LDP. As such

			the Replacement LDP identifies an appropriate plan requirement to enable a bala employment provision that will achieve sustainable patterns of growth.
			Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With across this age group, there is likely to be a broad reduction in local economic activit facilitate sustainable levels of economic growth to offset this phenomenon. The Replacer deliver sustainable forms of growth that will attract and retain economically active ho Borough. As justified within the Strategic Growth Options Background Paper, the Re Growth Strategy is largely driven by households within the 35-44 age group. This growt increase in people in workplace-based employment over the Plan period, to be accommup to 7,500 additional jobs.
			The projected increase in the working age population and the linked dwelling requirement provide significant scope for residents to live and work in the area, supporting growth of The planned level of housing growth is neither constrained in a manner that could frustrat promoted in such a way as to encourage inward commuting. Rather, the underlying proj forms of growth that will help minimise the need for out-commuting and promote more se communities in accordance with the LDP Vision. This level of growth is considered most equilibrium between the number of homes provided and the job opportunities expected; PPW.
12	proposal to build 700+ houses in Pencoed. Heol Y Cyw Primary School was closed by BCBC and the children transferred to Pencoed School. At the time of the consultations, a promise was given by BCBC that all children in Heol Y Cyw would be given priority to attend Pencoed School. This has proved NOT to be the case. The Pencoed Junior School is already over subscribed and there are children in Heol y Cyw who cannot attend. When being built, it was stated that the design of the building would enable it to be expanded quickly and easily. Apparently, this also is not the case. With the increase of proposed new housing in Pencoed, where will the children go to school? Unless there is a strict requirement for a new school to be built in advance of building the houses, there will be no placements available for the children. Also, the policy of parental choice which enables their children to attend the school of their choice, has a direct impact on children in a specific area.	No changes – concern over Pencoed allocation in relation to education provision and affordable homes for local people	 Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requirements Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. development principles and requirements which seek to contribute and address the iden identified through the Replacement LDP preparation process. Sites will be required to de site education provision, recreation facilities, public open space, active travel provision facilities. With specific reference to land east of Pencoed, Policy PLA4 requires the provision of a 20% affordable housing, on and off-site highway improvements to provide good quality p to nearby facilities and a multi-functional green infrastructure network throughout the site. for the primary provision (i.e., whether the school is Welsh or English-medium) would be
	Additionally, where is the provision of Welsh Language Schools in the area? There is no Welsh language provision in the East of the		

lanced level of housing and

th absolute and relative growth vity rates if the Plan does not cement LDP therefore seeks to households within the County Regeneration and Sustainable with is projected to support an nmodated through provision of

nent underpinning this LDP will of up to 500 jobs per annum. rate economic development or rojection promotes sustainable self-contained, inter-connected lost conducive to achieving an d; a balance that is required by

ts for the mixed-use Strategic s. These include masterplan entified key issues and drivers deliver affordable housing, onn plus appropriate community

a new primary school on-site, pedestrian and cycle linkages e. A decision on language type be undertaken in due course.

	County. Why is this? Is this going to be addressed?		
	Members also hope that the housing being built in Pencoed will be affordable for local people and not targeted for M4 commuter housing.		
71	Where will these skilled people work ? Will Pencoed become a commuter town and loose the sense of Community	Concerns regarding employment	The Deposit Plan has been underpinned by the identification of the most appropriate so housing provision, all of which have been based upon well informed, evidence based demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Strateg A range of growth scenarios across the whole Replacement LDP period have been analy Strategic Growth Options Background Paper. This has considered how the County Bord is likely to change from 2018-2033 and informed the most appropriate response for the the Replacement LDP identifies an appropriate plan requirement to enable a bala employment provision that will achieve sustainable patterns of growth. Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With across this age group, there is likely to be a broad reduction in local economic activit facilitate sustainable forms of growth that will attract and retain economically active he Borough. As justified within the Strategic Growth Options Background Paper, the Re Growth Strategy is largely driven by households within the 35-44 age group. This grow increase in people in workplace based employment over the Plan period, to be accommup to 7,500 additional jobs.
			The resulting evidence base has informed the scale and distribution of employment nee meet that need over the plan period in the context of Planning Policy Wales and Techn further in the Employment Background Paper, and set out in SP11.
			Policy ENT1 supports SP11 by allocating new employment land for development. Policy safeguarding the employment function of existing business and employment sites. This we sites to come forward.

scale of economic growth and ed judgements regarding need, egy Strategic Growth Options). alysed and discussed within the prough's demographic situation he Replacement LDP. As such alanced level of housing and

th absolute and relative growth ivity rates if the Plan does not cement LDP therefore seeks to households within the County Regeneration and Sustainable owth is projected to support an nmodated through provision of

new homes, a growing skilled The 2019 Economic Evidence his projected labour force boost ctor based economic forecasts. eed and the land best suited to nnical Advice Note 23, justified

Policy ENT2 supports SP11 by will enable a range of different

Title:	Title: Do you have any comments to make on the spatial strategy?					
ID	Comment	Summary of changes being sought/proposed	Council response			
51	Garw and Ogmore have been under a regeneration title for many years but no real progress made. Depends on what type of regeneration. Information on how the rural surroundings will be capitalised made not expressed as well as the the growth areas and sustainable growth have been defined.	Concerns in relation to growth strategy and capitalising of rural surroundings in Garw and Ogmore.	Comment noted. The Ogmore and Garw Valleys are identified as Local Settlemer areas will not be earmarked to accommodate significant growth, the Replacerr sustainable communities linked to wider opportunities in a manner that protects the It is recognised that alternative forms of development would help deliver smaller-sca limited to) co-operative housing, self-build and custom build opportunities a development. Such community investment opportunities will enable development o tailored to community needs, whilst diversifying and strengthening the loca communities to wider opportunities and protecting the high quality environments. Furthermore, the replacement Plan in its strategic objective (SOBJ3), commits economy to support sustainable and vibrant rural communities, recognising the role Deposit Plan in its Policy ENT4 for rural economy, supports local employment opport keeping in line with the National Planning Policy and Guidance. The plan suppor sustainable enterprises within the settlement boundaries and diversification of the ru focus on agriculture, outside the settlement area in the open countryside.			
			Policies contained within the Replacement LDP will look to implement transportation the County Borough, specifically Policy PLA8: Transportation Proposals (See Page number of transportation proposals of which are allocated and safeguarded from prevent their implementation, including, bus corridor improvements along the Gam per Policy PLA8 (1).			
47	Let's be clear! The RLDP does not include any concrete proposals for infrastructure etc. nor does BCBC in its plans identify any plans or investment in these. Other than a proposed bus terminus at Salt Lake there is nothing in the plans that indicates how increased demand on services will be met nor how any investment will be included and paid for within the regeneration envelope. The RDLP mentions 'The special strategy has been formulated to help realise the regeneration aspirations and priorities of the council' What about the aspirations of the residents and the community? GP Services The new Health Centre currently has an issue attracting GP's who when they are there seem to have a host of other commitments meaning availability to treat or diagnose is limited. Parkdean Holiday Park brings	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Pla			

ents. Therefore, whilst these ement LDP seeks to create heir high quality environment. cale growth, such as (but not alongside other forms of of a scale and nature that is cal economies, connecting

its to develop a strong rural ole of leisure and tourism. The portunities in rural settlements, ports appropriate small-scale rural economy away from the

g the new development is in the countryside setting. The coundary must be compatible

ion improvements throughout age 90). This policy sets out a rom development that would arw, and Ogmore corridor as

Plan (IDP) has been produced astructure without which the /employment uses within the ation, health, environmental

structure that will need to be dition to the key infrastructure ity to co locate other strategic the existing town. They key cawl Waterfront includes the

 cica 300,000 visitors per annum all of whom are entitled to temporary status with tem of NGP surgery in Porthcawi. Any resident will tell you that just getting through on the phone can be a 50 minutes in the special case water of the Replacement LDP process. Early meetings were hold to ensure the le of growth proposed was clarified bits assurable for future development cannot utilitately control provision of primary 1 working relationships will continue and be maintained with Cwm Taf Morganmy Universe provision. Candidate Site Assessment, the health bead mangst other consultation bodie of provision of primary 1 working relationships will continue and be maintained with Cwm Taf Morganmy Universe provision planning as set allocations within the Deposit Plant surgers and private practice the respect of those sites and be maintained with Cwm Taf Morganmy Universe provision planning as set allocations within the Deposit Plant and that is convestual and be maintained with Cwm Taf Morganmy Universe provision planning as set allocations within the set of the Replacement. Deproves and allocations provision planning as set allocations within the set on restate and be maintained with Cwm Taf Morganmy Universe provision planning as set allocations within the set on restate and be maintained with Cwm Taf Morganmy Universe comments in respect of these sites and beaming in mich. Glamorgan Holday Home tas the very sould requires an avery and were indexed to substrain the plant and the facility Home work. As such, the provision of partial pipe and at a end Perf Hold development. Doel tail and the facility Home work and the facility on Weish Water and the facility on the portial neares and age. There were housed for the services provided distribution and the facility home work and the facility Home work and the facility Home work. As such, the provided distribution and the acation and the acatin the services an load. Public as provided distres and age a			
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 resident will tell you that just getting trought on the phone one be a50 minutes (yees 50 mins is common) task and even types 50 mins is common) task and even types 50 minutes (yees 50	whom are entitled to temporary status with	outset of the Replacement L	DP process. Early meetings were held to ensure the le
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for securing the greatest positive impacts • Utilise SUDs to provide additional multi use green space and enhance conne			
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versity Health Board from the level and spatial distribution n. As part of Stage 3 of the dies were invited to provide and possible allocation in the y healthcare services, close University Health Board. This Plan progress. However, the the Local Development plans espond to this.

ne provision of a new foul and any wider network capacity

e an infiltration based SUDs Lake areas to be principally source SUDs attenuation to

connection to be made to the r the regeneration area will lf with this supported by any raulic modelling, at the time ste Water Treatment Works.

elivered in the short term due ain a long term goal for the developed at Salt Lake which

undertaken, of which robustly indicate that the proposed e undertaken, the proposed e conservation issues.

cture can be incorporated as ere are a number of potential ture development within the

hroughout development wildlife designed around

d cycling for utility, recreation

scaping appropriate to local

nectivity between habitats for

summer to a second from Orange. Development		
current proposals for Sandy Bay with a leisure and tourism led village which could offer economic, job creating, social benefits, affordable housing and protect the existing environment. 1) Central lead feature being an international standard Pump Track layout which can promote Porthcawl as a world class venue for what is now a world and Olympic sport. Matched with our internationally recognised surfing venue and facilities at Rest Bay this could make a step change in the image of Porthcawl and the opportunities for Porthcawl residents and visitors young and not so young. 2) Establishing this centre-piece and focal point is not overly dominant in terms of the available land but can be supported by small business outlets alongside the development. Sport Wales has indicated that such a venue would be likely to receive their financial support. 3) Developing international excellence would offer young local people a first step towards becoming an Olympic champion. It would also attract support from a wide area in South Wales. There are a number of local or ex Porthcawl residents who have gone onto prominence in this sport and Porthcawl has produced an international champion who is currently a leading light in the sport. 4) Consideration could be given to an area of residential cabins which would not only fit well at the location but offer an opportunity for local downsizing thereby creating a vacant home within the Town. Also allocating an area to a social landlord to provide affordable housing. 5) The new park with a splash feature and other leisure facilities plus exercise equipment for young and older people. 6) Provide an open amphibeatre style events space.		 Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the 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 ro and schools; Enhance the transport system and help reduce effects of air pollution througl 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 othe wildlife refuge/hibernation within structural landscaping and open spaces. In terms of opportunities for businesses, mixed-use development will be er development. Commercial units will be considered on the ground floor if there is ma Retail uses, restaurants and cafes will be particularly encouraged. This mix of uses w during the day and into the evening. In terms of affordable housing, Policy PLA1 will ensure that development of Porthca an appropriate mix of dwelling sizes and types to meet local housing needs, includir (335 units) to be integrated throughout the development in sustainable clusters of no the Council's requirements. In terms of open space and recreation, it's acknowledged that such provision is cons and well-being, therefore the development should aim for standards in excess of the space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Outdoor Recreation Facilities of which are to be delivered in accordance with Pi Recreation Facilities and New Housing Development Supplementary Planning Guid Further consultation will take place on the Placemaking Strategy being prepared f allow for further public engagement and representations to be made in relation to the regeneration site. Further information relating to the consultation will be made website once d
open amphitheatre style events space.		
Brown field has to be the first option for	Brownfield first	Comments noted. The Deposit Plan has been underpinned by the identification of
new development - some of the old sites are an eyesore		of economic growth and housing provision, all of which have been based upon well judgements regarding need, demand and supply factors (See Appendix 42 – Back Strategy Strategic Growth Options). A range of growth scenarios across the whole have been analysed and discussed within the Strategic Growth Options Bac considered how the County Borough's demographic situation is likely to change from the most appropriate response for the Replacement LDP. As such the Replacement
	leisure and tourism led village which could offer economic, job creating, social benefits, affordable housing and protect the existing environment. 1) Central lead feature being an international standard Pump Track layout which can promote Porthcawl as a world class venue for what is now a world and Olympic sport. Matched with our internationally recognised surfing venue and facilities at Rest Bay this could make a step change in the image of Porthcawl and the opportunities for Porthcawl residents and visitors young and not so young. 2) Establishing this centre-piece and focal point is not overly dominant in terms of the available land but can be supported by small business outlets alongside the development. Sport Wales has indicated that such a venue would be likely to receive their financial support. 3) Developing international excellence would offer young local people a first step towards becoming an Olympic champion. It would also attract support from a wide area in South Wales. There are a number of local or ex Porthcawl residents who have gone onto prominence in this sport and Porthcawl has produced an international champion who is currently a leading light in the sport. 4) Consideration could be given to an area of residential cabins which would not only fit well at the location but offer an opportunity for local downsizing thereby creating a vacant home within the Town. Also allocating an area to a social landlord to provide affordable housing. 5) The new promenade would provide access to a new park with a splash feature and other leisure facilities plus exercise equipment for young and older people. 6) Provide an open amphitheatre style events space. Brown field has to be the first option for new development - some of the old sites	leisure and tourism led village which could offer economic, job creating, social benefits, affordable housing and protect the existing environment. 1) Central lead feature being an international standard Pump Track layout which can promote Porthcawl as a world class venue for what is now a world and Olympic sport. Matched with our internationally recognised surfing venue and facilities at Rest Bay this could make a step change in the image of Porthcawl and the opportunities for Porthcawl residents and visitors young and not so young. 2) Establishing this centre-piece and focal point is not overly dominant in terms of the available land but can be supported by small business outlets alongside the development. Sport Wales has indicated that such a venue would be likely to receive their financial support. 3) Developing international excellence would offer young local people a first step towards becoming an Olympic champion. It would also attract support from a wide area in South Wales. There are a number of local or ex Porthcawl residents who have gone onto prominence in this sport and Porthcawl has produced an international champion who is currently a leading light in the sport. 4) Consideration could be given to an area of residential cabins which would not only fit well at the location but offer an opportunity for local downsizing thereby creating a vacant home within the Town. Also allocating an area to a social landlord to provide affordable housing. 5) The new promenade would provide access to a new park with a splash feature and other leisure facilities plus exercise equipment for young and older people. 6) Provide an open amphitheatre style events space. Brown field has to be the first option for new development - some of the old sites

ne species within the area;

];

routes linking them to homes

igh the provision of verges of

ner places of shelter for

encouraged throughout the narket demand for such uses. will help bring life and vitality

cawl Waterfront incorporates ding 30% affordable housing no more than ten units as per

nsidered important for health ne minimum. In terms of open ate Green Infrastructure and Policy COM10 and Outdoor uidance.

d for Porthcawl, of which will to the proposals intended for de available on the Council's

of the most appropriate scale vell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period ackground Paper. This has from 2018-2033 and informed placement LDP identifies an

	1	Γ	
			appropriate plan requirement to enable a balanced level of housing and employmer sustainable patterns of growth, support existing settlements and maximise viable at
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existing Maesteg and the Llynfi Valley are still denoted as regeneration priorities that Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. However, success in delivering development on brownfield land in other settlements (notable Gateway), there are limited further brownfield sites) are therefore required to implement housing in high need areas and ensure the County Borough's future housing required to the settlement of the set of the site set of the s
			The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
			The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studi deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
			Additional long-term Regeneration Sites are also proposed for allocation (See Pol within parts of the County Borough that will benefit the most and also those that ex the greatest positive impacts of such growth. However, as referenced in Planning land supply will not be dependent on these additional long-term Regeneration Sites, in times, preparatory remediation-based enabling works and more detailed strategi
520	Porthcawl's regeneration, although long overdue, will do nothing to alleviate the total absence of leisure facilities here.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / leisure facilities	As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised prominent seafront position. The regeneration site is allocated for a residential-led, deliver up to 1,115 dwellings with associated facilities, including tourism, open sterminus and community provision. Policy PLA1 details the site-specific requirer development principles and development requirements to enable its implementation Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within Swithin SP2. Delivery of the site will prove fundamental in achieving the Replatobjectives for the County Borough.
			A Placemaking Strategy has been developed and produced of which provides th broader vision for Porthcawl; which aims to create a premier seaside resort of regio comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve up

ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Nales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against consulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed

olicy COM1(R1-R3)), located exhibit opportunities to deliver ng Policy Wales, the housing s, as they require longer leadgies to enable their delivery. ed brownfield site occupying a d, mixed use scheme that will n space, leisure, retail, a bus ements including masterplan ation, in accordance with the n SP1 and allocation identified placement LDP's Vision and

the framework to deliver the ional significance through the ole distribution and variety of upon areas of attractive open

				space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbou development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
				In terms of leisure facilities, a new 'leisure site' is proposed to be located to the r intended to provide a leisure /tourism facility that will act as a major "attractor" of wh to the highest standard.
				Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely significant development with its proposed range of land uses will likely produce a wide range of significant to be avoided as the second
5	73	PLA3 Land West of Bridgend. This proposed site is NOT consistent with the above principles.	Strategic Allocation PLA3: Land West of Bridgend not consistent with the above principles	Comments noted. The Deposit Plan has been underpinned by the identification of of economic growth and housing provision, all of which have been based upon we judgements regarding need, demand and supply factors (See Appendix 42 – Bac Strategy Strategic Growth Options). A range of growth scenarios across the whol have been analysed and discussed within the Strategic Growth Options Bac considered how the County Borough's demographic situation is likely to change from the most appropriate response for the Replacement LDP. As such the Replacement plan requirement to enable a balanced level of housing and employment sustainable patterns of growth, support existing settlements and maximise viable a
				The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existing Maesteg and the Llynfi Valley are still denoted as regeneration priorities that Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. However, success in delivering development on brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implementation in high need areas and ensure the County Borough's future housing required to the second settlement is further brownfield sites.
				The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
				The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general

g the seafront, supplemented our and Trecco Bay. Physical he town as a place to live and benefits that allow the broader

e north of the harbour, and is which will need to be designed

the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to ment of Porthcawl Waterfront t beneficial effects.

of the most appropriate scale vell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period ackground Paper. This has from 2018-2033 and informed placement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined al location, neighbouring land

520	Porthcawl will indeed grow, but our town's	Concerns	 uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan. As part of the proposed allocation of Land West of Bridgend, development will requirements including masterplan development principles and placemaking print PLA3 – Page 71). The provision of new residential units, including affordable housin a new one and a half form entry Primary School, recreation facilities, public op community facilities all set within distinct character areas. Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Plage 71.
520	infrastructure struggles to cope at the moment and will collapse when there is nowhere adequate for visitors to park. Porthcawl needs to attract visitors, not turn them away.	regarding Porthcawl / infrastructure / parking	 (See Appendix 37). The IDP provides a single schedule of all necessary infrast development of allocated sites for the anticipated quantum of proposed housing/e plan period could not proceed. Such infrastructure includes transport, educat management, utilities in addition to community and cultural infrastructure. As with all large scale regeneration sites there are a range of key pieces of infrast delivered in order to unlock the development potential of this brownfield site. In addition required to facilitate the development, the regeneration area provides an opportunity infrastructure that would mutually benefit both the proposed development and the enabling infrastructure required to facilitate the proposed development of Porthca following key requirements: Coastal defence improvements; New public open space; Drainage infrastructure; New road and roundabout; Active travel improvements; Education provision; and Utility connections and upgrades
			In terms of car parking, it's acknowledged that a sound and robust parking strategy of the regeneration. As part of the strategy, the site will accommodate a new multi strately hillsboro car par enabling more ground floor space to be given over to public Consideration should be given to alternative future uses as, overtime, the aspiration Waterfront will be principally by public transport including park and ride schemes, go of private vehicles requiring parking facilities. Consultations confirmed widespread multi storey car park whilst recognising it will change the immediate outlook of properties to transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' may also be located along the P as a boulevard where visitors and locals could arrive at, and depart from the regener The location of the bus terminus will enable access towards the waterfront and also thas also undertaken feasibility work to explore proposals to deliver a bus terminus terminus is the store of the section.
			regeneration area. The bus terminus project is being brought forward in connection Metro Plus project and is seen as a key element of the wider regeneration plans.
520	The only reason these sites are available is because they have been ignored and neglected by BCBC.	The only reason these sites are available is because they have	Comments noted. The Deposit Plan has been underpinned by the identification of of economic growth and housing provision, all of which have been based upon we judgements regarding need, demand and supply factors (See Appendix 42 – Bac

aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed

vill be subject to site-specific rinciples (See Deposit Policy sing will be accompanied with open space, plus appropriate

Plan (IDP) has been produced astructure without which the g/employment uses within the ation, health, environmental

astructure that will need to be dition to the key infrastructure nity to co locate other strategic the existing town. They key acawl Waterfront includes the

y will be critical to the success storey car park on the existing blic realm and development. tion is that travel to Porthcawl , greatly reducing the number id support for the concept of a operties on Hillsboro Place.

hift towards increased use of rell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

of the most appropriate scale vell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period

		been ignored and neglected by BCBC	have been analysed and discussed within the Strategic Growth Options Bac considered how the County Borough's demographic situation is likely to change fro the most appropriate response for the Replacement LDP. As such the Repla appropriate plan requirement to enable a balanced level of housing and employmer sustainable patterns of growth, support existing settlements and maximise viable a The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existi Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. Howey success in delivering development on brownfield regeneration opportunities remail deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing requir the Replacement LDP apportions sustainable growth towards settlements that after services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compref sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms
			deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
			In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the including masterplan development principles and development requirements, all and address the identified key issues and drivers identified through the Replacemer This will be facilitated through the provision of affordable housing, on-site educated space and active travel provision.
848	No	No changes proposed	Comments noted.
1405	The Spatial strategy 'seeks to ensure new developments can come forward with the necessary infrastructure improvements, including transport networks, utilities, green infrastructure, health, education,	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront /	Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery Pla (See Appendix 37). The IDP provides a single schedule of all necessary infrast development of allocated sites for the anticipated quantum of proposed housing/e plan period could not proceed. Such infrastructure includes transport, educated management, utilities in addition to community and cultural infrastructure.
	affordable housing and social facilities'. With regards to the two development sites proposed for Porthcawl the strategy cherry	infrastructure	As with all large scale regeneration sites there are a range of key pieces of infrast delivered in order to unlock the development potential of this brownfield site. In additional

ackground Paper. This has from 2018-2033 and informed placement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land aints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed

he site specific requirements Il of which seek to contribute ent LDP preparation process. cation provision, public open

Plan (IDP) has been produced astructure without which the p/employment uses within the cation, health, environmental

astructure that will need to be dition to the key infrastructure

	picks certain elements of the strategy to fulfil for example social housing and education, however with both of these developments go hand in hand with the other elements of the strategy. PTC is very concerned that the proposal for substantial housing will not be able to be met by the current services e.g schools, doctors, dentists etc. The current situation is unacceptable at the moment being unable to secure a doctors' appointment or even manage to get through to the surgery on the phone. Residents of Porthcawl have had to go further afield to access a dentist and other health services. In terms of local catchment for schooling we understand that a number of schools are already oversubscribed. How can more homes be built bringing with it an increase and demand for services when the demand can't be met now?		required to facilitate the development, the regeneration area provides an opportunity infrastructure that would mutually benefit both the proposed development and the enabling infrastructure required to facilitate the proposed development of Portheck following key requirements: Coastal defence improvements; New public open space; Drainage infrastructure; New road and roundabout; Active travel improvements; Education provision; and Utility connections and upgrades With regards to education, Policy PLA1 requires 1.8 hectares of land to accommentry Welsh medium primary school, the expansion of the existing Newton Primar nursery facility) and a financial contribution to nursery and primary school provisio Education Authority. The financial contribution (including timing and phasing thereor Section 106 Planning Obligations in accordance with the Education Facilities an SPG. The school must be accessible to new and existing residents by all travidevelopment. In terms of health the Council has been engaging with Cwm Taf Morgannwg Universe outset of the Replacement LDP process. Early meetings were held to ensure the lof growth proposed was clarified to help facilitate alignment of service provision Candidate Site Assessment, the health board amongst other consultation bodi comments in respect of those sites identified as suitable for future development at Deposit LDP. Whilst the Council cannot ultimately control provision of primary working relationships will continue and be maintained with Cwm Taf Morgannwg U will be key to service provision planning as site allocations within the Deposit Pla Health Board is confident that it has identified the additional pressures created by the
1496	Under the 'Green Cities' the spatial spaces in the LDP for Porthcawl are far small than required for the density of housing units. Sandy Bay in its entirety is 'open space' land covered by the 1937 Health and Physical Training Act, which included leisure, camping and caravan sites - NOT residential units.	regarding Strategic Allocation PLA1: Porthcawl Waterfront / Open Space	and that its own estates and sustainability plans articulate the action required to rest Comments noted. Policy PLA1 requires development of Porthcawl Waterfront to in public open space comprising of Local Areas for Play (LAPs), Local Equipped A Neighbourhood Equipped Areas for Play (NEAPs) within these areas of open s significant public spaces will be created within the Sandy Bay element of the develop the Griffin Park Area (incorporating and extending the existing Griffin Park). This ex be utilised for events and activities, potentially including the fair. A significant ex- provide amenities for the residential area, is key to the development framework. The turn, leads to the Relic Dunes on the site's south-eastern edge. A large li- space/residential square is proposed to spring from the Relic Dunes and provide residential development around the space. Elsewhere on Sandy Bay, smaller "p- provided. LAPs, LEAPs and NEAPs will also be incorporated within these areas of co- locations of open space will be determined at the formal planning application stag clearly defined by the introduction of a potential recreational route along Sandy Ba- the Eastern Promenade.
1040	The fields at Island Farm, being high quality, are not underutilised. It is questioned why the Ford factory, or some of it, has not been considered for housing rather the the very sensitive areas that have been. This seems to go against	should be considered for housing before greenfield sites	Comments noted. The distribution of growth is evaluated and justified in the Background Paper (See Appendix 43 – Background Paper 3). The strategy prioritis within or on the periphery of sustainable urban areas, primarily on previously de continues to focus on the delivery of the brownfield regeneration allocations ide hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regenera designation as Regeneration Growth Areas. The ongoing commitment to brownfield

hity to co locate other strategic the existing town. They key acawl Waterfront includes the

modate a minimum one form mary School (with co-located sion as required by the Local eof) must be secured through and Residential Development avel modes, enabled by the

versity Health Board from the e level and spatial distribution on. As part of Stage 3 of the dies were invited to provide and possible allocation in the ry healthcare services, close University Health Board. This Plan progress. However, the the Local Development plans respond to this.

a incorporate 3.51 hectares of Areas for Play (LEAPs) and a space. It is envisaged that lopment, predominately within extension of Griffin Park could expansion of Griffin Park, to The expanded Griffin Park, in linear tapered public open vide a "grand" setting for the "pocket" open spaces will be f open space. However, exact age. The seafront will also be Bay that links seamlessly with

he Spatial Strategy Options tises the development of land developed brownfield sites. It dentified in the existing LDP, ration priorities through their add development opportunities

many policies within the LDP including the prioritising of brownfield sites.	such as Island Farm	within these settlements accords with the site-search sequence outlined in Planning minimise developmental pressure on Best and Most Versatile (BMV) agricultural existing LDP's success in delivering development on brownfield land in other settlem the Valleys Gateway), there are limited further brownfield regeneration opportur viable and deliverable sites (including some greenfield sites) are therefore required affordable housing in high need areas and ensure the County Borough's future ho realised.
		The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Brit with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
		The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general l uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studi deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As such, candidate considered appropriate for allocation.
		Considerable weight has been given to protecting Best and Most Versatile Agricultu (alongside other planning considerations) throughout LDP preparation and the asses Background Paper 15 provides more contextual analysis to clarify how this principle the site selection process, specifically from Stage 2 of the Candidate Site Assessment proposed allocations within the Replacement LDP in this respect, alongside the S Assessment Methodology. In relation to the Island Farm Site specifically, develo commenced on this site and re-allocation within the Replacement LDP would there any additional BMV agricultural land. This is detailed at length within Background the extant planning permission, based on the revised mix of uses now proposed on to be an overriding need for the development. Re-allocation of this site will sustainable growth enshrined in placemaking principles, deliver affordable housing the County Borough and enable delivery of two schools on the site, including relocat School. It will also enrich active travel and green infrastructure networks within Brid 'green lung' that will connect the site to the Town Centre via Newbridge Fields. D settlement site would accord with the Preferred Strategy, channel growth to the Pri County Borough and make a significant contribution to the housing need identif promoter has also provided extensive supporting information to evidence the site is
		Additional long-term brownfield Regeneration Sites are also proposed for allocating R3)), located within parts of the County Borough that will benefit the most a opportunities to deliver the greatest positive impacts of such growth. However, as rewales, the housing land supply will not be dependent on these additional long-term require longer lead-in times, preparatory remediation-based enabling works and enable their delivery.

ng Policy Wales and seeks to ral land. However, given the ements (notably Bridgend and cunities remaining. Additional red to implement SP1, deliver housing requirements can be

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against consulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed e site PS.1 Island Farm was

Itural Land from development sessment of Candidate Sites. iple has been embedded into ment. This further justifies the SA/SEA and Candidate Site lopment has already lawfully refore not result in the loss of nd Paper 15. Notwithstanding n the site, there is considered enable accommodation of ng in the highest need part of ation of Heronsbridge Special ridgend through creation of a Development of this edge of Primary Key Settlement of the tified in the LHMA. The site s both viable and deliverable.

ation (See Policy COM1(R1and also those that exhibit referenced in Planning Policy n Regeneration Sites, as they d more detailed strategies to

			The Former Ford Site was considered within the Economic Evidence Base Upda Background Paper to inform proposed Policy ENT5. The Economic Evidence Base the need to quickly turn this economic blow into an economic opportunity. This of business space to existing and new businesses, whilst seeking new options to retach highly skilled workforce in the local area. In order to meet these aims, enable re-dev Manufacturing Plant site and provide additional flexibility to the employment land recommends considering the site as a new development opportunity. The site has se economic impact (in terms of jobs supported) than the old use as a new developm in the Employment Background Paper, it is acknowledged that re-development of and extensive enabling work will be required to bring the site forward in partnersh unique approach is required in this respect and it will be necessary to enable a fle not necessarily akin to the type and density of uses previously accommoda simultaneously provide a greater degree of flexibility and choice to the employment (SPG), although the re-development of the site will be primarily driven through approach will necessary to this end, acknowledging that a mixed-use developm maximise this economic opportunity.
1233	Agree & support in essence, but again please make sure that agricultural land- use is not overlooked.	Support for spatial strategy and concerns for agricultural land- use.	Comment/support noted. The Deposit Plan has been underpinned by the identifical scale of economic growth and housing provision, all of which have been based up based judgements regarding need, demand and supply factors (See Appendix Preferred Strategy Strategic Growth Options). A range of growth scenarios across t period have been analysed and discussed within the Strategic Growth Options B considered how the County Borough's demographic situation is likely to change from the most appropriate response for the Replacement LDP. As such the Replacement to enable a balanced level of housing and employment sustainable patterns of growth, support existing settlements and maximise viable a
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existi Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. However, success in delivering development on brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implement housing in high need areas and ensure the County Borough's future housing required to the set of the se
			In terms of rural economy, the policies within the Deposit Plan supports local emplois settlements, in line with the National Planning Policy and guidance. The plan end scale sustainable enterprises within the settlement boundaries and diversification from the focus on agriculture, outside the settlement area in the open countryside. strategic objective (SOBJ3), commits to develop a strong rural economy to support scommunities, recognising the role of leisure and tourism.
			Furthermore, Policy ENT 4 on rural economy, encourages new applications for e firms outside of the settlement boundaries, under set conditions and ensuring that policy requirements to conserve and enhance the quality of the countryside setting

date (2021) and Employment ase Update (2021) highlights can be achieved by offering tain the recently released, yet evelopment of the former Ford nd supply, the Update (2021) scope to make a much larger ment opportunity. As detailed of the site will be a challenge ship with key stakeholders. A exible mix of economic uses, dated on the site. This will ment land supply. The exact ementary Planning Guidance economic use(s). A flexible oment may be necessary to

cation of the most appropriate upon well informed, evidence x 42 – Background Paper 2: s the whole Replacement LDP Background Paper. This has from 2018-2033 and informed placement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Nales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

bloyment opportunities in rural ncourages appropriate smallon of the rural economy away e. The replacement Plan in its t sustainable and vibrant rural

expansion and relocation of at it is in accordance with the g.

59	Housing locations - general	Empty offices and	The LDP recognises that high streets will continue to change especially in the sh
		shops in town	more flexible planning policies and retail boundaries within town centres, recognisir
	Overall, there are too many new estates	centres should be	functions. It will be increasingly important for them to accommodate a wider arra
	proposed in the LDP. The pandemic has	used for housing	including community, health, leisure, residential and flexible co-working spaces alon
	indicated that working from home is a		
	viable option for many, and it is likely that	LDP should	An Urban Capacity Study (UCS) (See Appendix 39) has been prepared which p
	many businesses will be wondering why	include an Empty	potential urban capacity of the County Borough's settlements for housing to eviden
	they bother renting office space when	Properties strategy	windfall site allowance rate. The UCS identifies more than sufficient capacity withi
	working from home is a viable alternative.		boundaries to accommodate this particular component of the housing supply. It serve
	As a result, we are likely to see more	Land East of Pyle	developers and SMEs who are seeking to identify potential development opportunitie
	empty offices, which could provide an	should be removed	in the Replacement LDP. The Development Plans Manual (Welsh Government, Edit
	alternative source of housing. This would	from the LDP	of urban capacity sources which could be considered within a UCS. Based on local c
	also align with town centre regeneration,		sources of potential capacity have been analysed to determine their local relevan
	with a consensus that town centres should	Land South of	housing; Empty Homes, previously developed, vacant and/or derelict land and
	have a mix of housing, retail and leisure.	Pencoed /	Conversion of commercial buildings; Redevelopment of car parks; Open space
	The LDP should thus propose meeting	Coychurch should	Intensification of existing housing areas; Land previously allocated for employment us
	part of its housing requirement from	accommodate	and Vacant space above commercial premises.
	converting empty offices and shops into	more growth	
	housing.		The evidence contained within the UCS identifies the level of capacity across the Cou
			in both numeric and spatial terms, summarised in Table 10. Many of the sites and
	The town centre is also an ideal location		identified in the Study are located in town and commercial centres, and together
	for housing, as it already has the		introduced into the Retail and Town Centre policies of the Replacement LD
	necessary infrastructure to support		accommodate more residential development within these areas.
	communities		
			Policies within the Deposit Plan support the regeneration and re-utilisation of empty
	Similarly, with around 1,200 empty		not a direct function of the LDP. It is one of several mechanisms that can boost the se
	properties, and the empty properties		
	officer diverted away from this role due to		As documented in the Candidate Site Assessment (See Appendix 13), the Land Eas
	the pandemic - the LDP should consider		robustly demonstrated delivery in accordance with the requirements set out in the D
	how a strengthened empty properties		A detailed plethora of evidence has been provided to the Council to support its de
	strategy (for example one that imposed		site investigations and appraisals, masterplans, a viability assessment, a transp
	punitive council taxes on empty homes)		consideration of s106 requirements, infrastructure and costs. This process has p
	could provide a significant housing source.		confidence that the site is realistically deliverable, considering the full plethora o
	The proposed large development for D. I.		requirements, infrastructure provision and placemaking principles necessary to
	The proposed large development for Pyle		communities. The site-specific viability appraisal has demonstrated that the site can
	will – in the absence of significant		and cycle bridge over the railway line to provide safe linkages between the site and
	investment in rail infrastructure – result in		relocation of Pyle Railway Station to the north of the site would further enhance
	increased motorway traffic which will have		development is not predicated on this proposal which is still at the feasibility stage.
	a knock on effect on communities near		development does not prejudice any future plans.
	other junctions. It is unlikely that the		Land to the South of Denoved is outside of the actilement houndary and not ears
	necessary rail infrastructure needed for		Land to the South of Pencoed is outside of the settlement boundary and not cons
	this estate will be delivered in the		extension to the settlement (i.e. it is not physically, functionally and visually related
	foreseeable future, so this site should be removed from the LDP.		pattern).
	South of Pencoed/Coychurch appears to		
	be an under-explored area for		
	development, this area would have good		
	access to the M4 and A48, the rail station		
		I	

short-term, hence it contains sing their changing roles and rray of uses than just retail, ongside areas of open space.

provides an analysis of the ence the expected small and thin the proposed settlement erves as a useful resource to ities not specifically allocated dition 3, 2020) identifies a list I circumstances, the following ance: Subdivision of existing and buildings (non-housing); ce surplus to requirements; t uses; Public body disposals;

County Borough's settlements and sources of urban capacity er with the greater flexibility DP, demonstrate scope to

pty properties, though this is supply of affordable housing

ast of Pyle site promoter has Development Plans Manual. delivery, including numerous nsport assessment and due s provided a high degree of a of associated development to deliver high-quality new can deliver a new pedestrian and Pyle. Whilst the potential nce the site's sustainability, ge. Policy PLA5 ensures that

nsidered a natural or logical and to the existing settlement

	in Pencoed, and avoid placing pressure on Valleys Gateway.		
107	The spatial strategy of the Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stage preparation.
1020	It's a lazy strategy. You are proposing to cram the A48 corridor with houses overwhelmingly local infrastructure. You will ruin Porthcawl. Yet can't be bothered to breath nee life into the valleys.	No changes – concern over infrastructure	Comments noted. The distribution of growth is evaluated and justified in the Spatial Strategy Option Appendix 43 – Background Paper 3). The strategy prioritises the development of lar of sustainable urban areas, primarily on previously developed brownfield sites. It delivery of the brownfield regeneration allocations identified in the existing LDP, and the Llynfi Valley are still denoted as regeneration priorities through their de Growth Areas. The ongoing commitment to brownfield development opportunitie accords with the site-search sequence outlined in Planning Policy Wales and seeks pressure on Best and Most Versatile (BMV) agricultural land. However, given the delivering development on brownfield land in other settlements (notably Bridgend there are limited further brownfield regeneration opportunities remaining. Additional (including some greenfield sites) are therefore required to implement SP1, deliver need areas and ensure the County Borough's future housing requirements can be The Replacement LDP apportions sustainable growth towards settlements that alreas services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a comprefi
121	See previous comments. Also, what arrangements will be made for the health of the increased population? Are there plans to increase doctor and dental surgeries to accommodate the population	No changes – concern over provision of infrastructure	 sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environment in addition to community and cultural infrastructure.
	increase? Members also feel the infrastructure in Pencoed cannot currently accommodate an increase in the population. What about the sewer system, updating of existing water pipes etc? Also, it is felt that the current road structure would suffer unless improvements are made.		With specific regard to health facilities, the Council has been engaging with Cwm Health Board from the outset of the Replacement LDP process. Early meetings we and spatial distribution of growth proposed was clarified to help facilitate alignment of Stage 3 of the Candidate Site Assessment, the health board amongst other cons to provide comments in respect of those sites identified as suitable for future allocation in the Deposit LDP. Whilst the Council cannot ultimately control prov services, close working relationships will continue and be maintained with Cwm Health Board. This will be key to service provision planning as site allocations within
71	Infrastructure indeed ! Address this first , then build the houses	Address infrastructure before housing	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been a single schedule of all necessary infrastructure without which the developmen anticipated quantum of proposed housing/employment uses within the plan perior infrastructure includes transport, education, health, environmental managemen community and cultural infrastructure. Infrastructure and financial contributions (in thereof) must be secured through Section 106 Planning Obligations.

ages of the Replacement LDP

tions Background Paper (See land within or on the periphery . It continues to focus on the P, hence, Porthcawl, Maesteg designation as Regeneration ities within these settlements eks to minimise developmental the existing LDP's success in nd and the Valleys Gateway), nal viable and deliverable sites ver affordable housing in high be realised.

already benefit from significant o enabling transit orientated Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

been produced (See Appendix but which the development of es within the plan period could ental management and utilities

were held to ensure the level nt of service provision. As part onsultation bodies were invited re development and possible ovision of primary healthcare on Taf Morgannwg University hin the Deposit Plan progress. In produced. The IDP provides ent of allocated sites for the riod could not proceed. Such nent, utilities in additional to (including timing and phasing

Title: D	Title: Do you have any comments to make on design and sustainable placemaking policies?				
ID	Comment	Summary of changes being sought/proposed	Council response		
51	Fully support placemaking. New developments and regeneration projects must have a community, place based focus that is practical and functional that meets the needs of all sections of the communities they serve. Environmental impact and aspects are a priority in being sustainable. Developments need to reflect the buildings and nature of the surrounding areas.	Support for sustainable placemaking policies.	Comment/support noted. The Replacement Plan ensures that all development cor on Good Design and Sustainable Place Making (See Page 60). The development high quality, attractive, sustainable places that support active and healthy lives and which they are located, whilst having full regard to the natural, historic and built e planning applications will be required to be supported through the submission technical information to demonstrate compliance with the criteria set out by Policy design of the highest quality possible, whilst respecting and enhancing local dist character. In terms of environmental impact, the development proposals including strategic site to maintain, protect and enhance Bridgend's green infrastructure network and en- assets are retained wherever possible and integrated into any new development. In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spec masterplan development principles and development requirements. Such requirer retain and provide suitable buffers to habitats, particularly hedgerows, trees (inclu		
			Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 and Outdoor Recreation Development Supplementary Planning Guidance.		
47	I think earlier comments contribute to this question.	No proposed changes	Comments noted.		
573	PLA3: Land West of Bridghend. This proposed site would violate the principles of good design and sustainable placemaking.	Strategic Allocation PLA3: Land West of Bridgend would violate the principles of good design and sustainable placemaking	Comments noted. The Deposit Plan has been underpinned by the identification of of economic growth and housing provision, all of which have been based upon wel judgements regarding need, demand and supply factors (See Appendix 42 – Back Strategy Strategic Growth Options). A range of growth scenarios across the whole have been analysed and discussed within the Strategic Growth Options Background how the County Borough's demographic situation is likely to change from 2018-20 appropriate response for the Replacement LDP. As such the Replacement LDP ide requirement to enable a balanced level of housing and employment provision th patterns of growth, support existing settlements and maximise viable affordable housing		
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities throw Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implement housing in high need areas and ensure the County Borough's future housing required to the set of th		
			The Replacement LDP apportions sustainable growth towards settlements that alre services, facilities and employment opportunities and are most conducive to		

comply with Strategic Policy 3 nt must contribute to creating nd enhance the community in a environment. As such future on of appropriate design and cy SP3. Such criteria includes listinctiveness and landscape

te allocations will be expected ensuring that individual green

becific requirements including rements will ensure that sites cluding Ancient and/or Semibr recreation facilities will be on Facilities and New Housing

of the most appropriate scale vell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period nd Paper. This has considered -2033 and informed the most identifies an appropriate plan that will achieve sustainable nousing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

ready benefit from significant enabling transit orientated

			development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
			The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously cor 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
			As part of the proposed allocation of Land West of Bridgend, development will requirements including masterplan development principles and placemaking prin PLA3 – Page 71). The provision of new residential units, including affordable housing a new one and a half form entry Primary School, recreation facilities, public op community facilities all set within distinct character areas.
520	Creating vast housing estates with no leisure or community facilities is merely urbanisation.	Creating vast housing estates with no leisure or community facilities is merely urbanisation	In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the including masterplan development principles and development requirements, all of v address the identified key issues and drivers identified through the Replacement LD will be facilitated through the provision of affordable housing, on-site education principle and active travel provision.
			In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmer addition to community and cultural infrastructure.
520	Without seeing any plans or even being included in discussions, unable to comment	Unable to comment without seeing plans	It is the view of the Council that the overall objectives of the Community Involvement set out in with the approved Delivery Agreement, including the CIS have been me the LDP has been prepared in accordance with the LDP 'Preparation Requirements Plans Manual (Edition 3).
			The Council previously consulted the public on the Preferred Strategy of which was to 8th November 2019. Following the public consultation period the Council we representations made in accordance with LDP Regulation 16(2) before determinin LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Consultation Report) for publishing. This report was subsequently signed off by me
			As part of Stage 4 of the Delivery Agreement, the Council was required to undertake for a statutory period of 6 weeks, however the Council made an allowance for 8 y public participation. This was to ensure a range of views could be considered as pa wide consensus on the Replacement LDP's strategy and policies. A number of cons to ensure efficient and effective consultation and participation, in accordance wit included:
			A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021

Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against consulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site udies to demonstrate the site's nt, only those sites deemed

vill be subject to site-specific rinciples (See Deposit Policy sing will be accompanied with open space, plus appropriate

he site specific requirements f which seek to contribute and DP preparation process. This provision, public open space

een produced (See Appendix ut which the development of es within the plan period could ental management, utilities in

ent Scheme (CIS) as originally met. It is also considered that ts' set out in the Development

vas held from 30th September was required to consider all ing the content of the deposit – Preferred Strategy & Initial nembers of Council.

ke Deposit public consultation 3 weeks in order to maximise part of a process of building a nsultation methods were used with the CIS. These methods

			 The package of consultation documents were been made available online vi Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents electronic survey online to make a formal representation. Printed reference copies were placed within public facing Council buildings, County Borough (fixed and mobile), subject to social distancing guidelines. also available to view at the Council's Civic Offices in Angel Street, Bridgen only as the offices had not re-opened to the public due to the pandemic. Ha were also made available at these locations for members of the public to col Dissemination of hard copies of information to individuals. Members of the copy of the survey by post to complete by hand (free of charge). There was a of the whole Deposit Plan to cover printing and postage costs for such a larg Every individual and organisation on the LDP Consultation Database was (depending on their preference) to inform them of the availability of Approximately 500 representors were contacted, provided with details of ho consultation documents and how to respond. As the consultation progress were been informed of and added to the database upon request. Planning Aid Wales were commissioned by the Council to run remote enga and Community Councils in Bridgend County Borough. A comprehensive social media plan was devised. A series of social n periodically on Facebook, LinkedIn and Twitter. They drew attention to differ the County Borough throughout the consultation remotely to established w Bridgend Community Cohesion and Equalities Forum and Youth Forum. In place of face to face public drop in sessions, representors were able to appointments with planning officers to discuss any queries/concerns they ma to do this by emailing ldp@Bridgend.gov.uk or telephoning 01656 643633. Posters were sent to all Town and Community Councils to display on their n
			for the regeneration site. Further information relating to the consultation will be made website once details have been finalised.
848	No	No changes	Comments noted.
1405	PTC has concerns regarding the style and the potential density of any new housing on Salt Lake as outlined above. The height of any buildings should be tightly controlled in order to blend in with surroundings so as not to be overbearing. Sufficient parking space should be given to the development to minimise on street parking and the area should have plenty of open space so residents don't feel hemmed in. We have an overriding and serious concern that outside pressures on the Sandy Bay development that may come to bear will drive commercial gain at the expense of what is in the best interests of Porthcawl.	proposed Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / density / height / parking	Comments noted. A Placemaking Strategy has been developed and produced of whete the broader vision for Porthcawl; which aims to create a premier seaside rest through the comprehensive regeneration of this key waterfront site. It proposes a variety of complementary land uses across the area. It also proposed to retain a attractive open space within Griffin Park, whilst creating significant new areas of oper supplemented with high quality active travel routes that traverse the entire site betwe Bay. Physical development of the waterfront in this manner will improve the attractive or live and work, enhance the vibrancy of the Town Centre and deliver wider stallow the broader settlement of Porthcawl to thrive and prosper. The design philosophy contained within the Placemaking Strategy ensures that development entire of the seafront (particularly toward the west) with lower/less the middle, northern and eastern peripheries of the site.

via Bridgend County Borough were able to complete an

s, including every library in the s. The reference copies were end, although by appointment lard copies of the survey form complete by hand.

ne public were able request a s a £25 charge for a hard copy arge document.

as notified by letter or email of the Deposit Consultation. how to access the package of ssed, additional representors

gagement events for all Town

media posts were released erent thematic areas / parts of

working groups, including the

to book one to one telephone nay have had. They were able

notice boards.

pared for Porthcawl, of which ion to the proposals intended ade available on the Council's

which provides the framework resort of regional significance a sustainable distribution and n and improve upon areas of pen space along the seafront, tween the harbour and Trecco tractiveness of the town as a r socio-economic benefits that

evelopment will be higher (and ss dense development toward

lensity level for the site:

1496	We have not seen any designs and all that's been shown by BCBC Architects and their officers are blocks of land with no details. The Design and Sustainable Placemaking Policies have not been addressed in the LDP at all. This strategy is unsustainable and will not create enough jobs for the properties proposed.	No designs provided. The Design and Sustainable Placemaking Policies have not been addressed in the LDP at all. Concerns regarding employment	 The capacity of existing and proposed roads and junctions; The provision of parking in the area and in the town as a whole; The impact upon local services and schools; Especially the changes that any increased numbers of properties would he town; and The key Government objective to optimise housing densities on brownfield s This careful examination of all the relevant factors suggest that the anticipated numt within the regeneration area, while ensuring that appropriate and useful areas of o and there is comprehensive regeneration involving numerous other activities and area. The Council have also commissioned consultants to undertake a Landscape/Seasc the proposed regeneration. The appraisal assesses the proposed land use, parameters. The assessment concludes that the development would not have Landscape/Seascape of Porthcawl, subject to appropriate design responses beir design stage. The assessment recognises that the development offers to impos change across an extensive area, replacing areas of derelicion with new or enhanc and high-quality buildings and facilities. Further detailed assessments and conside in order to influence the design of the development, including a detailed landscape will assist in identifying detailed mitigation of adverse effects. In terms of car parking, it's acknowledged that a sound and robust parking strategy to of the regeneration. As part of the strategy, the site will accommodate a new nulti st. Hillsboro car par enabling more ground floor space to be given over to public Consideration should be given to alternative future uses as, overtime, the aspiratio Waterfront will be principally by public transport including park and ride schemes, go firivate vehicles requiring parking facilities. Consultations confirmed widespread i multi storey car park whilst recognising it will change the immediate outlook of prop in terms of open space, Policy PLA1 requires development of Porthca

have on the character of the

sites.

mber of units can be provided open space are established; nd uses within the waterfront

scape and Visual Appraisal of e, storey height and density e an adverse impact on the eing incorporated at detailed oose a dramatic and positive nced accessible open spaces iderations will be undertaken, be and visual assessment that

y will be critical to the success storey car park on the existing plic realm and development. ion is that travel to Porthcawl greatly reducing the number d support for the concept of a operties on Hillsboro Place.

terfront to incorporate Green ccordance with Policy COM10 y Planning Guidance.

sh Government Development d revise a development plan, eliverable and contribute to /).

any of the proposed strategic the fact that master planning y have no bearing on the final ment, the Deposit LDP will ples outlined in Policies PLA1

iate scale of economic growth based judgements regarding red Strategy Strategic Growth riod have been analysed and considered how the County

			Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus Over 30% of the County Borough's population is projected to be aged 60+ by 2033 growth across this age group, there is likely to be a broad reduction in local econor
			does not facilitate sustainable levels of economic growth to offset this phenomene therefore seeks to deliver sustainable forms of growth that will attract and retain econo- within the County Borough. As justified within the Strategic Growth Option Regeneration and Sustainable Growth Strategy is largely driven by households w This growth is projected to support an increase in people in workplace based emplo to be accommodated through provision of up to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium betw skilled labour force and job opportunities in order to stimulate the local to regional ec- Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix labour force boost alongside other employment trends including past take up of e based economic forecasts. The resulting evidence base has informed the scale and need and the land best suited to meet that need over the plan period in the conte- and Technical Advice Note 23, justified further in the Employment Background Pap
			Policy ENT1 supports SP11 by allocating new employment land for development. If by safeguarding the employment function of existing business and employment site of different sites to come forward.
			In terms of allocated Strategic Development Sites, Policies PLA1-PLA5 detail the including masterplan development principles and development requirements, all of v address the identified key issues and drivers identified through the Replacement LD will be facilitated through the provision of affordable housing, on-site education p and active travel provision. A detailed masterplan will need to be developed in line v Council prior to development commencing.
1040	Good design and placemaking should be absolutely central to not just the design of development sites but also the placing of them in the context of what already exists. Developments should be in proportion and	Good design and placemaking should go beyond the design of sites and influence site	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and underpinned by robust evidence to ensure that plans are effective and del placemaking, as defined in national policy set out in Planning Policy Wales (PPW).
	sensitive to that context.	location	The Deposit Plan has been underpinned by the identification of the most appropriat and housing provision, all of which have been based upon well informed, evidence be need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existing the strategy of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield regeneration allocations identified in the existing of the brownfield re

ormed the most appropriate appropriate plan requirement sustainable patterns of growth.

33. With absolute and relative nomic activity rates if the Plan enon. The Replacement LDP conomically active households ons Background Paper, the s within the 35-44 age group. bloyment over the Plan period,

tween new homes, a growing economy. The 2019 Economic lix 15) analysed this projected employment land and sector nd distribution of employment text of Planning Policy Wales aper, and set out in SP11.

. Policy ENT2 supports SP11 sites. This will enable a range

the site specific requirements of which seek to contribute and DP preparation process. This provision, public open space with this and agreed with the

sh Government Development d revise a development plan, eliverable and contribute to /).

iate scale of economic growth based judgements regarding red Strategy Strategic Growth riod have been analysed and considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl,

1485 PLA2(2) and COM1(2): Road network active travel The requirement that new development be within easy distance of travel networks, to help drive down emissions and curb climate change, is Concerns regarding Strategic Allocation PLA2: Land South of Firager distance tange of allocation of wellings the site is expected to deliver. This identifies relating to the proposed by detailed masterplaning work, including an illustrative bhe development principal studies to the proposed duction of the schema to the the proposed duction in the server the effect from the the provised out to the provise as of the schema to the the provise of the schema to the provise as well as public and active travel networks, to help drive down emissions and curb climate change, is				
 services, facilities and employment opportunities and are most conducive to i development. As such, a Settlement Assessment has been undertaken (See Aj sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Bi with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment Methodology which was previously corn 13 - Candidate Site Assessment Report (2020). During Studied assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studi deliverability, sustainability and suitability. Proceeding this detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s). Strategic Allocations must be developed in line with site specific policies a development principles set out by Policies PLA1-5, all of which seek to contribute key issues and driversi dentified through the Replacement LDP preparation proc through the provision of affordable housing, on-site education provision, public op provision. In terms of supporting infrastructure an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without addition to community and cultural infrastructure. Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environmen addition to community and cultural infrastructure. Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the Sundicate that the prop proposed range of land uses will likely produce a wide range of si				Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield land in other settlements (notably Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implem
1485 PLA2(2) and COM1(2): Road network / active travel The requirement that new developments be within easy distance of town centres, as well as public and active argued insistons and curb climate change, is Strategic Allocations must be developed in line with site specific policies ar development principles set out by Policies PLA1-5, all of which seek to contribute key issues and drivers identified through the Replacement LDP preparation procettrough the provision of affordable housing, on-site education provision, public op provision. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses on the proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure. 1485 PLA2(2) and COM1(2): Road network / active travel. The requirement that new developments be within easy distance of town centres, as well as public and active fraged (Island Frage) is and curb climate change, is Concerns regarding Strategic Allocation Frager (Islam) Concerns Comments noted. The proposed allocations (PLA2: Land South of Bridgend (Islam Fragerding Strategic Allocation Strategic The initial Transport Assessment relet the final number of dwellings the site is expected to deliver. This identifies relating to the proposed development, and, in combination with the Strategic The antivopated transport impacts of the sche				services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Ag sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Br
1485 PLA2(2) and COM1(2): Road network / active travel The requirement that new developments be within easy distance of travel networks, to help drive down emissions and curb climate change, is Concerns Farm) and Concerns effects from the Deposed allocations (PLA2: Land South of Bridgend (Island Farm) and Concerns effects from the Deposed allocations (PLA2: Land South of Bridgend (Island Farm) and Concerns effects from the Deposed allocations (PLA2: Land South of Bridgend (Island Farm) and Concerns effects from the Deposed allocations (PLA2: Land South of Bridgend (Island Farm) and				the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general I uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment,
 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses on not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure. Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environmen effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely significant beneficia enhance the effectiveness of the plan. The findings of the SA indicate that the proposed range of land uses will likely produce a wide range of significant beneficia Comments noted. The proposed allocations (PLA2: Land South of Bridgend (Island evelopments be within easy distance of travel networks, to help drive down emissions and curb climate change, is 				development principles set out by Policies PLA1-5, all of which seek to contribute key issues and drivers identified through the Replacement LDP preparation proc through the provision of affordable housing, on-site education provision, public op
Appendix 9) of which was carried out to identify the likely significant environmen effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the propo- proposed range of land uses will likely produce a wide range of significant beneficia1485PLA2(2) and COM1(2): Road network / active travel The requirement that new developments be within easy distance of town centres, as well as public and active travel networks, to help drive down emissions and curb climate change, isConcerns regarding Strategic Allocation PLA2: Land South of Bridgend (Island Farm) andConcerns regarding Strategic Allocation PLA2: Land South of Bridgend (Island Farm) and				37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environment
active travel The requirement that new developments be within easy distance of town centres, as well as public and active down emissions and curb climate change, is regarding Strategic Tavel networks, to help drive down frame and the strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change, is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and curb climate change is regarding Strategic Tavel networks and the strategic Tavel networks				Appendix 9) of which was carried out to identify the likely significant environmen effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the propo
	1485	active travel The requirement that new developments be within easy distance of town centres, as well as public and active travel networks, to help drive down	regarding Strategic Allocation PLA2: Land South of Bridgend (Island	Parcau) are supported by detailed masterplanning work, including an illustrative blo dwelling yield on the site's net developable area. The initial Transport Assessment reflect the final number of dwellings the site is expected to deliver. This identifies relating to the proposed development, and, in combination with the Strategic T
		understood. This however does not sit well	Housing Allocation	prescribes the appropriate development requirements in relation to all forms of trav

nrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable lirements can be realised.

Iready benefit from significant c enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land aints and opportunities. Site dies to demonstrate the site's ant, only those sites deemed

and associated masterplan te and address the identified ocess. This will be facilitated open space and active travel

een produced (See Appendix ut which the development of s within the plan period could ental management, utilities in

the Replacement LDP (See ental and wider sustainability accement measures should be ficant adverse effects and to posed developments with the sial effects.

and Farm) / COM1(2): Craig y block plan to identify a realistic nent has now been updated to es the various transport issues Transport Assessment, what heme. Proposed Policy PLA2 ravel. For the avoidance of any

with PLA8(9), the planned dualling of the	COM1(2): Craig y	doubt, this number of dwellings does not require the original proposed site boun
A48 from Waterton to Laleston. In actuality	Parcau	more efficient use of the existing net developable area. The density and mix of u
there is no reason to believe that car use is		appropriate to support a diverse community and vibrant public realm, whilst genera
going to reduce although the fast take up of		to support services such as public transport, local shops and schools. In accord
electric cars may well reduce carbon		policy, higher densities should be encouraged in urban centres and near majo
emissions in the long term. It is envisaged		interchanges. Given the site's location within the Primary Key Settlement of th
that with the 2500 odd houses planned from		proximity to Bridgend Town Centre, this density level is therefore considered appl
Parc Afon Ewenni at Waterton to Laleston,		communities, further bolstered by the proposed enhancements to the active travel
the dualling of this section will become more		
of a necessity. The current and future		The Replacement LDP aims to reduce private car reliance and help the County Bo
projections of all the roundabouts are over		set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and
capacity during rush hours and other busy		active travel routes as identified in the Existing Route Maps. Consideration of activ
periods. The experience of people living		the master planning of strategic sites in the County Borough. Reference to the Act
next to and using the road network, which		PLA2 in conjunction with Policy PLA12 should be considered essential in the del
also includes Ewenny Road, is often of even		any proposal, ensuring that development is contributing to the promotion of a susta
more hold-ups and congestion at weekends		
than at rush hours. It is not within the		The Active Travel Network Maps aim to improve access to key services and facil
expertise of this council to comment on how		employment sites, retail areas and transport hubs, improved access to education fa
the dualling of the A48 would ease		colleges and improvements to, and expansion of, the existing strategic cycle netw
congestion on the road network, but the		Opportunities will be maximised to further improve upon these routes, providing wa
viability and deliverability, given constraints		allow integration between new developments and existing communities.
such as the bridge over the river and the		
railway bridge, must be questioned. This		Whilst developments should be encouraged in locations which reduce the need to
council certainly questions the wisdom of so		of sustainable transport, the Council recognises that any development growth will
much development over the next 12 years		demand, and that increased traffic levels and congestion is likely to occur if app
along this stretch of road. The actual ability		measures and infrastructure are not delivered. Therefore a Strategic Transport Ass
of people to access town, shops, schools		has been undertaken to consider the impact of plan proposals and help guide
etc when the housing developments are		delivering land allocations by means of modelling and quantifying the transport imp
stranded on the "wrong" side of the road, is		technical notes accompanying this assessment demonstrate that the proposed le
a very real issue which is certainly not		within the LDP can be accommodated within the BCBC Highway Network with suit
addressed sufficiently in the LDP. In order		
for the developer to be able to afford the		Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensur
contributions to the infrastructure upgrades		located and designed in a way that minimises the need to travel, reduces depend
and irrespective of the actual housing		enables sustainable access to employment, education, local services and comm
needs, it will be necessary, at Island Farm,		will be required to deliver, or contribute towards the provision of, active trave
to build a high-density development. This is		measures, road infrastructure, and other transport measures, in accordance with the
however, inimical to the requirements of,		Plan and the Bridgend Integrated Network Plan (See Appendix 29).
and within, the LDP with regard to		
Placemaking and active travel (being on the		Reference to the proposed road dualling of the A48 has been removed from t
wrong side of a busy road). Residents of		intentions focussed on capacity enhancements between Waterton and Laleston, A
Island Farm have brought to the attention of		
this council, the danger of crossing the A48		Proposed Policy PLA2 proscribes a number of placemaking principles for Land Sou
and near-misses at the existing pedestrian		Proposed Policy PLA2 prescribes a number of placemaking principles for Land Sou
• •		which are considered instrumental to achieving sustainable places, delivering soc
crossing signs. It is argued that this danger		and promoting cohesive communities. Such requirements include pursuing transit-
is bound to increase with more development		prioritises walking, cycling and public transport use, whilst reducing private moto
to the south of the A48. It is contrary to the		designed, safe walking and cycling routes must be incorporated throughout th
stated aims in the LDP to promote		orientated, healthy walkable neighbourhoods. There will be a clear emphasis on player in the start the Town Control Drugter Comprehensive School
wellbeing. It would certainly not allow for		cycling linkages between the site, the Town Centre, Brynteg Comprehensive School
active travel given the extensive and		In addition proposed Policy PLA2 will require the site's green infrastructure network in the set of
 dangerous barrier of the A48 to both		Fields, thereby capitalising on proposed active travel route INM-BR-49 and esta

undary to be expanded, rather f uses proposed is considered rating a critical mass of people ordance with national planning ajor public transport nodes or the County Borough and the propriate to foster sustainable el network.

Borough achieve the principles nd expanding upon the current tive travel has been key during ctive Routes detailed in Policy lelivery of any strategic site or stainable and healthy lifestyle.

cilities including town centres, facilities such as schools and etwork in the County Borough. walking connections which will

to travel and promote the use rill likely result in greater travel ppropriate mitigating transport ssessment (See Appendix 36) de and inform the process of mpact of these proposals. The level of development detailed uitable mitigation.

ure that development must be ndency on the private car and munity facilities. Development avel scheme, public transport the Bridgend Local Transport

the Replacement LDP, with A48/A473, Bridgend

buth of Bridgend (Island Farm), ocially inclusive developments sit-orientated development that tor vehicle dependency. Wellthe site to foster community providing safe pedestrian and nool and surrounding environs. twork to extend to Newbridge stablishing a 'green lung' that

	developments and would clog up existing rural lanes. The LDP makes a favourable comparison, in terms of traffic volumes, with the previous application for sports village and science park extension, which was granted approval. This council, whilst not being experts in traffic reports, suggests that this is far from a like for like comparison and therefore respectfully questions the inclusion within the LDP deposit consultation document, and may be seeking further expert clarification in due course to present to the Council.		 connects the site to both Bridgend Town Centre and Merthyr Mawr. This will fanetwork of integrated spaces and features south of Bridgend, providing a pleth wellbeing benefits for new and existing residents. Housing allocation COM1(2) will a link/extend route on A48 to connect the adjacent site (PLA2) in addition to widen of A48 to 3m and extend length on both southern and northern side. Broadlands rou to be upgraded for pedestrians and cyclists. The site promoter's Transport Assessment has identified that with exception of the junction, and the Ewenny Road Roundabout in the AM peak hour, and the B426 both peak hours, the revised Island Farm and Craig y Parcau proposals will result all junctions across the assessment network over both the AM and PM peak hour previous consented development proposals on the Island Farm Site. As the corr already considered to be existing on the highway network, this revised scheme improvements across the local highway network. Previous assessment work or identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close issues in forecast year assessment scenarios both including and excluding proposals traffic. Although the revised Island Farm and Craig y Parcau proposals
			proposals traffic. Although the revised Island Farm and Craig y Parcau proported reductions across these junctions (from what was previously consented), with traffic growth alone, these junctions will still likely require mitigation to operate forecast years. The reduction in flows as a result of the revised Island Farm propose any mitigation measures implemented can potentially achieve greater capacity im The revised proposals at the Island Farm and Craig y Parcau sites include three set onto the local highway network (compared to just two within the consented sc junctions are expected to operate within capacity under the revised Island Farm and An updated assessment at all three identified junctions, and the site access junction of a future supporting Transport Assessment for the revised development, which baseline traffic flows as the basis for the assessment (Covid restrictions allowing)
1233	Fully support this concept	Support for Design and sustainable placemaking policies.	Comment/Support noted.
573	I refer to the "template letter" which has been used by many residents as a basis for their objections. I wish to endorse the contents of that letter, a copy of which I have already signed and transmitted to BCBC. I also ask that this site should be deleted from the LDP proposals, on the following additional grounds. Where appropriate I refer to pages (P.) and paragraphs (Pr.) of the Deposit Consultation Document. P.74, Pr. 52.21: Coalescing of communities References in this paragraph claiming that the development would "form a natural green buffer" is nonsensical. The proposal takes	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	The Deposit Plan has been prepared in accordance with Welsh Government E (Edition 3). It contains guidance on how to prepare, monitor and revise a develop robust evidence to ensure that plans are effective and deliverable and contribute to national policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned by the identification of the most appropriat and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has call Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an appropriate a balanced level of housing and employment provision that will achieve sugs support existing settlements and maximise viable affordable housing delivery.
	a green wedge, which is already a "natural green buffer" beyond the built-up boundary of Bridgend and urbanises it by shifting		The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield

facilitate a key multi-functional thora of economic, health and will also be required to provide ening footway on southern side roundabout will also be required

the A48 proposed site access 265 / Ewenny Road junction in ult in lower traffic flows through hour periods, compared to the onsented flows are technically ne will provide traffic reduction on the Island Farm site has lose Junction all show capacity g the consented Island Farm posals in general bring traffic consideration of background e within capacity during future oosals however, may mean that mprovements at each junction. separate vehicle access points scheme). All three site access and Craig y Parcau proposals. tions will be undertaken as part h will ideally include up to date a).

Development Plans Manual opment plan, underpinned by to placemaking, as defined in

iate scale of economic growth based judgements regarding red Strategy Strategic Growth riod have been analysed and considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

gy Options Background Paper ment of land within or on the eld sites. It continues to focus that boundary to the west, encroaching on on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, a Special Landscape Area and covering it Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as with housing. The last sentence of this Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these paragraph admits to this encroachment by settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise referring to a plan to prevent any "further developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's encroachment" using a legal agreement. success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys This plan does not exist. No evidence is Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and provided to guarantee that this agreement deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable ever will exist. The contents of this housing in high need areas and ensure the County Borough's future housing requirements can be realised. paragraph are not consistent with the "Masterplan Development Principles" The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant mentioned at P.71, Pr.(d). To the east of services, facilities and employment opportunities and are most conducive to enabling transit orientated the green wedge is the community of development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a Bryntirion which, with its adjoining sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables communities of Cefn Glas, Llangewydd sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along Court, West House and Broadlands, with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. constitute a densely populated outer suburb of the town of Bridgend. To the The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against west of the green wedge is the village of the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix Laleston, which while being part of a wider 13 - Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined Laleston Community Council area, is also based on any specific issues they raised in terms of their deliverability, general location, neighbouring land currently recognisable as a distinct village uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site community. Laleston village currently promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's benefits from the proximity of the urban deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed area to the east, for access to shops, appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) secondary school and other services. was considered appropriate for allocation. Bryntirion benefits from its proximity to Laleston, for its green, rural aspect, As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific access routes and footpaths which requirements including masterplan development principles and placemaking principles (See Deposit Policy improve the quality of life. Removing the PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated green wedge would present a miserable alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus aspect to both communities and would appropriate community facilities all set within distinct character areas. reduce amenity to residents over a wide area and have negative visual impact on Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard this important gateway into Bridgend town. Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. The developers might argue that they are Development must also incorporate the Laleston Trail within the central part of the site, providing access to the not coalescing communities, and that their 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 ondevelopment is confined to the community of Bryntirion. This argument will not stand site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle up to scrutiny. It will not wash. It is not linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with being cynical, but realistic, to suggest that Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New when marketing their houses, the routes should be provided to accord with the proposed routes within the Council's Active Travel Network developers would advertise them as being Maps:INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b. in Laleston, and not Bryntirion. This would make a substantial difference to their 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 house prices at no extra cost. The prospective developer cannot have it both allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting ways. In Appendix 5, P.20 the statement 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 by the consultants engaged by the SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended developer that there are "no significant

	effects", that Laleston will "retain its	5	thin the document. As a result, the SA Report concludes that there is
	character as a discrete settlement" and		y issues in Deposit Plan, with plan components performing well against
	hat coalescence has an "impact of a minor		rong compatibility between the LDP Vision/Objectives and the SA F
	order" are open to serious challenge, and	significant a	dverse effects (taking account of mitigation in all its forms).
a	acquiescence on this flimsy "evidence" by		
t	he planning authority could even form a	In accorda	nce with statutory requirements, Planning Policy Wales sets out r
fi	irm basis for judicial review. Despite	developmer	nt to avoid direct adverse effects on nationally important heritage assets
C	claims made in the Deposit Document the	developmer	nt resulting in adverse effects on the historic environment to be robustly
c	levelopment would objectively coalesce	general pre	sumption in favour of the preservation or enhancement of listed building
t	he two communities. The development	with a requ	rement for development not to result in direct adverse effects on Sche
v	vould end Laleston as a village and	there are ex	ceptional circumstances. These issues are grouped under 'Cultural Her
	emove a green space from the visual and		bility Objectives considered by the SA. The potential for adverse impacts
	physical amenity of residents of Bryntirion		portant consideration in determining the overall sustainability and thus
	and other urban areas to the west and		Any sustainability impacts would also depend on the scale of developme
	south. P.71, Pr. (a) refers to an "urban		
	extension of Bridgend". This is	All Stage 2	Candidate Site Sites were considered to ascertain whether they had
	nconsistent with the claim that	-	pact upon the historic environment. To facilitate this assessment, the C
	communities are not being coalesced. If		Gwent Archaeological Trust (GGAT) early on in the process for their vi
	BCBC planners were to support the	•	the historic environment along with recommendations for mitigation. Ar
	levelopers in this inconsistency, they	•	be mitigated by site promoters.
	vould be guilty of bad planning.	required to	be miligated by site promoters.
v	volid be guilty of bad plaining.	For Land W	est of Bridgend the SA identified the potential for adverse impacts due to
			nonuments and important archaeological sites. However, the requirem
			e allocation to be supported by a detailed masterplan) and PLA3 (for the implement aposition masterplan development principles) represent for
			b implement specific masterplan development principles) represent for
			identified likely significant effects. These requirements also enhance the
			egic site allocation more generally. The SA identifies relevant masterpla
			hese spatial development policies to help ensure the avoidance of likely
			otherwise occur from this development proposal. Additional masterplan
			d within Policy PLA3 to ensure site applies Good Design principles and a
			siting, design, construction and operation in accordance with Planr
			ere informed by SA findings and have been incorporated into the final
		assessmen	t scoring updated to reflect their inclusion in the Deposit Plan.
			is, the site promoter commissioned EDP to undertake an Archaeological
			ment establishes that the site does not contain any World Heritage
		Monuments	, listed buildings, registered historic parks and gardens or historic landsc
		be a presu	imption in favour of their physical preservation in-situ and against
		archaeologi	cal remains, the site is identified as having moderate to high potenti
			al period, particularly in its northern extremity, which is adjacent to the site
			wever, the land is a SINC and will not be developed. Policy PLA3 w
			tegrate with the remains of Llangewydd Church and Churchyard Schedul
			preserves and enhances the remains as part of the wider site.
		While there	e is a small amount of evidence for late prehistoric and Roman a
			area, the potential for archaeology of these periods within the site is dee
			was focused elsewhere in the locality and any archaeology of this pe
			ate to agriculture. Overall, the baseline data indicate that the probability
			nt is low. Any further archaeological investigation can reasonably
			y worded planning condition appended to a planning permission.
			y worded planning condition appended to a planning permission.

is good coverage of all key st the SA Framework. It also Framework, plus no likely

t multiple requirements for ets and for the need for any stly justified. There is also a ngs and their settings, along heduled Monuments, unless leritage', which is one of the acts on Cultural Heritage was s suitability of candidate site ment proposed.

ad the potential to cause an e Council consulted with the views on the likely range of Any identified impacts were

to the proximity of the site to ements under SP2 (for each r the proposed strategic site forms of mitigation to help ne sustainability performance plan development principles ely significant adverse effects n development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site

al and Heritage Assessment. ge Sites, Scheduled Ancient Iscapes, where there would t development. In terms of ntial to contain remains from site of the former Llangewydd will require development to duled Ancient Monument in a

activity in the surrounding leemed low. Post-medieval period within the site is most ity of significant archaeology be secured through an

Potential impacts upon the setting of historic assets in the locality have focused significant effects arising from changes to setting have been identified for sch buildings and registered parks and gardens. In respect of the Laleston Conservation be any significant changes to its visual setting. It is acknowledged that development Site will remove a part of the agricultural landscape around Laleston which for to the east. However, agricultural landscaping measures associated with the development site settlement, while landscaping measures associated with the development of coalescence. This is assessed as an impact of a minor order, with conservation area being retained. Policy PLA3 will require development to to maintabetween the site and Laleston to retain the separate identities and character of preventing coalescence.
The site promoter also commissioned EDP to undertake a Landscape and Visual Ap of the appraisal was firstly to inform the design evolution of the scheme which enab to potential landscape and visual opportunities and constraints.
The LVA outlines that there are adverse and beneficial landscape effects resultin site. However, the embedded mitigation and the approach to design is considered over time as the proposed landscape establishes and overall the predicted e unacceptable from a landscape and visual perspective in the context of the delivery
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynt design is sensitive to the site's existing characteristics. The design appraised responsite such as the Bridgend Circular Walk, the byway, the hedgerow network and ve such the proposals put forward at this stage are considered to be a thoughtful and development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term manarithe visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SIN for informal and natural play on site provided increased public access would function; The site contains very few of the key characteristics listed in the published d The site has a strong network of hedgerows, some which would be lost and a urban form. However, the retained hedgerows and trees would be protecte some of the character of the SLA within which the site lies would be retained. Provision of structural landscaping, a mix of native and non-native trees and s the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered struct aesthetically pleasing urban development which is well integrated with the protect of the site would be bolstered by considered struct and the site considered struct and the site of the structure would be bolstered by considered struct and the site consistence s

d on the 1km study area. No cheduled monuments, listed ation Area, there will also not ent in the southern part of the orms a buffer from Bryntirion nich will retain its character velopment will mitigate any vith the special interest of the tain a strategic green corridor of these settlements whilst

Appraisal (LVA). The purpose abled an integrated approach

ing from development of this d to minimise adverse effects effects are not considered ry of a strategic housing site.

cter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site ind visual terms to the existing intirion provided a considered bonds sensitively to assets on regetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set e SINC could be used as a tly within the SINC could be NC offers a great opportunity d not clash with its ecological

documents on Laleston SLA. I the field pattern replaced by ed by landscape buffers and ed;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy u;

 Retention of existing landscape features (hedgerows and trees) is a priority as it forms a desirable strong green framework that links with the wider green west and south of the site; Adequate replacement planting of local species in appropriate locations to a trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment has and reflect local character.
Through consideration of the findings above, it is anticipated that any notable lar resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts in the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must incor adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 sub by EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows SI site itself.
Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developable significant benefit to both visual and recreational amenity, conservation and bit respect of the latter, the SINC provides a potential space to accommodate ecological enhancements and thus offset ecological impacts that may arise during the develop
An Extended Phase 1 survey was undertaken in February 2020, supplemented by for March 2020. The Phase 1 survey concluded that the site is dominated by agricultura limited botanical interest and thus of low inherent ecological value. Habitats of great include the native hedgerows delineating the northern boundary and internal fie to woodland habitat and marshy grassland associated with Laleston Meadows SINC

ty of the emerging proposals en infrastructure to the north,

compensate for any loss of

has been designed to protect

andscape and visual effects nd contained within a c.400m

as been sensitively designed mitigation measures in order uch, the promotion of this site o the existing settlement of on its surrounding landscape

e landscape in which it sits, s must be minimised through cape and access features to nent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily SINC which overlaps with the

lanning submission will need atures, including the Laleston he Laleston Meadows SINC ained features will be further gn of built development away

the Study's Site boundary will c open space and wildlife able site this will provide a biodiversity enhancement. In cal mitigation and biodiversity opment of adjacent land.

v further roosting bat works in urally improved grassland of reatest ecological importance field boundaries in addition IC. The roosting bats surveys

	identified several trees with low to high potential to support a bat roost whilst onsite po for their potential to support great crested newt.
	The results of the desk study and Extended Phase 1 survey have influenced the mast to locate development across those habitats of predominantly limited ecolo boundary habitats as far as possible. Where retained, such features have been acco informal green space and sustainable transport links, which ultimately enhances of Site and contributes to the wider green infrastructure resource.
	Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant e compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
	The report also highlights further detailed habitat and species surveys which inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NRV the development to retain and provide suitable buffers to habitats, particularly he Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which is bordering the northern and north-western boundaries of the site. PLA3 will also submit and agree ecological management plans including proposals for mit maintenance for retained habitats and protected species (including for bats and appropriate compensatory and replacement habitat.
	Policy PLA3 will require development to incorporate the Laleston Trail within the centra access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play prand linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environment addition to community and cultural infrastructure.
	With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be ma Authority as to how the sum will be utilised.
	In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
	With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This refle

ponds have been considered

hasterplan which has sought logical value whilst retaining commodated within proposed s connectivity throughout the

ernal field boundaries (albeit te and extent to enable future ecological constraints and oning of built development

which are recommended to riate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be irmountable obstacles to the

ategic of which confirms that e 15 to indicate that there is flected in comments received

from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the s flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds v flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green corri
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floc century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites idea development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts a In addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the obj receptor (representative of 6-8 homes) in 2022, with or without the proposed devel considered unlikely that any new homes within the development will be occupied be would be reasonable to expect concentrations at these 8 homes to be below the obje demonstrated that the impacts in terms of annual mean nitrogen dioxide concentration traffic being on the roads in 2022 will be negligible everywhere other than at this one under this scenario would be moderate adverse. However, bearing in mind that no r before 2024, and the development is unlikely to be complete and thus generating its 2030s, this scenario is unrealistically worst-case. Applying professional judgement, that the actual impact of the development at these 8 homes will also be negligible occupation in 2024.

nforms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland is area of surface water flood surface water flow route that th surface water flood risk is re possible and incorporated rridors.

ed by the new Flood Map for ood risk extents over the next ce. A review of the new Flood nerefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future ot ultimately control provision be maintained with Cwm Taf g as site allocations within the

ity Assessment to assess the as arising from the additional ns have been modelled for a are expected to be greatest. ure residents on the proposed

emain below the objectives at all impacts for these pollutants

bjective at all but one existing elopment. However, it is now before 2024, by which time it ojective. The assessment has ations of the full development he receptor, where the impact o new homes will be occupied its full traffic volumes until the ht, it is considered most likely ble in all years from the first

The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including identify a realistic dwelling yield on the site's net developable area. The Transpornumber of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with natid densities should be encouraged in urban centres and near major public transport not the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustair bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bor set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Activ PLA3 in conjunction with Policy PLA12 should be considered essential in the deliv any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education face colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will I demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu- will be required to deliver, or contribute towards the provision of, active trave measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support ational planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town ainable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. valking connections which will

o travel and promote the use I likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

107	policies of the Deposit Replacement LDP do not take into account the impact on	concern over	preparation.
107	quality developments that focus on health and wellbeing The design and sustainable placemaking policies of the Deposit Replacement LDP	support for placemaking polices No changes – concern over	Sustainable Placemaking is fundamental to the successful delivery of the Repla sustainable development, the Replacement LDP seeks to ensure design that goes to the social, economic, environmental and cultural aspects of development. Therefor Design, development must consider how space is utilised, how buildings and the p use and the relationship with the surrounding area. Development proposals will b and placemaking compatibility. Poor design can have adverse impacts on the char- area, in addition to harming the collective street scene. Various elements (e.g., overlooking, traffic constraints) will be assessed to ensure there are no potential ac This will be achieved through the implementation of Policy SP3: Good Design and which will require all development proposals to be supported through the submissio technical information to demonstrate compliance with 2 overarching and 14 detailed Comments noted. The Vale of Glamorgan Council have been consulted at all stage preparation
147	Placemaking is essential if we are to have	No changes –	Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-o prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout th orientated, healthy walkable neighbourhoods. There will be a clear emphasis on pr cycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12 Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellthe site to foster community providing safe pedestrian and gend Town Centre (including th the proposed routes within 127 and 2120.

point of vehicular access is he junction will accommodate tisting active route BRC9b on

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site ort case for mobility provides e vehicle. The design of the the Mobility Strategy means travel choice, for commuting, d from a third-place such as a nent's aspirations.

n the Replacement LDP (See ental and wider sustainability ncement measures should be ificant adverse effects and to roposed development with its cial effects.

blacement LDP. In achieving s beyond aesthetics to include ore, in order to achieve Good public realm can support this be assessed for their design aracter and appearance of an ., visual impact, loss of light, adverse impacts.

nd Sustainable Place Making, sion of appropriate design and led policy criteria

iges of the Replacement LDP

	neighbouring communities in the Vale of Glamorgan	impact on Vale of Glamorgan	
1020	You are ruining our places. It's an insult to suggest anything else. 4 years ago I asked if you would invite the 20 town and community councils to develop place plans that could feed into the draft LDP. You arrogantly dismissed it out of hand. BCBC don't care about the 'local context'.	No changes – concern over impact on existing communities	Comments noted. Strategic Policy SP6 of the Replacement LDP, supports the use of Place Pla development sites that reflect local distinctiveness and address local, specific co promote self and custom build opportunities (See Policy SP6 Sustainable Housing nature, this requires the Town and Community Councils and/or related steering preparation of the Place Plans for their community area. This will allow local grou help promote (i.e., via development briefs) small, locally distinctive developments at the respective settlement and in accordance with the Replacement LDP. This Replacement LDP recognises the importance of facilitating development on a r acknowledging that distinctive approaches can be required or preferred to bring forw vicinities. These approaches include initiatives such as place plans, co-operative h
121	Members feel strongly that much needs to be done to improve Bridgend town to make it more accessible and inviting. Members feel a stop should be put on charity shops being opened in the area and strategies put in place for sustainable growth and to improve footfall to the town. Bridgend used to be a thriving market town. Now, the out of town facilities far outweigh those in the town and Bridgend town needs urgent support to turn this around. Car parking needs to be free and roads opened up for disabled people to have access. The empty shops could be used as 'pop-up- shops, perhaps for local crafts people to show their wares, at a reduced rent. Perhaps several local crafts people could join forces. Pop-up shops are a great idea and having regular changes on wares/what's on offer will encourage people to come into the town more regularly.	No changes – concern over Bridgend Town Centre	 custom build opportunities alongside other forms of development. Strategic Policy SP12 of the Replacement LDPs promotes Town, District and Lo County Borough as hubs of socio-economic activity and the focal points for a diversupport the needs of the communities they serve. The Replacement LDP ultimately serve and function of established retail centres to evolve and adapt appropriately. The positively to ensure Town, District and Local Centres continue to be the principal local leisure and community facilities whilst at the same time more flexible planning powithin town centres will attract a wider array of uses including health, residential and alongside areas of open space. This will both capitalise on and enhance the vita whilst generating increased social and economic activity. The Shopping Area boundaries for Bridgend Town Centre has been reviewed aga of uses and likely future requirements. As a result, the Primary Shopping Area has been idem for Bridgend to create greater flexibility and promote the potential for a wider range. The Council consulted on a Town Centre Masterplan in 2020-21. The masterplan is outlines a vision for a liveable and vibrant community. It identifies a series of ambitic for the next ten years that will support future economic growth and secure more be Bridgend County Borough. More details can be found on the Council website.
71	environmentally sensitive design , green spaces and tree planting essential	Sustainable and environmentally friendly design essential	Comments noted. Strategic Policy 2 seeks to ensure that design is environmentally Furthermore, the Strategy acknowledges that the County Borough has a rich and broad range of species, habitats and unique, rich landscapes. Policies within the refreshed and updated from the existing LDP and will continue to protect the count line with national planning policy and the Environment Act 2016. These policies countryside, special landscape areas, local / regional nature conservation sit development, green infrastructure, nature conservation and natural resources protect As part of the technical supporting evidence base accompanying the Deposit Plan, an updated detailed audit of existing outdoor sports and children's playspace across

Plans to identify small, local community scale issues and ing Strategy, p99). By its very ing groups to be involved in oups to take the initiative and at a scale commensurate with

a range of smaller sites, whilst prward development in certain a housing, self-build plots and

Local Centres throughout the verse range of services which y seeks to allow the traditional he retail hierarchy will be used locations for new retail, office, policies and retail boundaries and flexible co-working spaces itality and viability of centres,

gainst the existing distribution has been condensed to create entified on the proposals map ge of uses.

is regeneration focussed and itious and deliverable projects benefits and opportunities for

lly sensitive.

and varied biodiversity with a the Deposit Plan have been unty borough's environment in es cover development in the sites, trees, hedgerows and otection and public health.

n, the Council has undertaken oss the County Borough (See

Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings justifying the provision of new facilities and/or remedying local deficiencies in provision of a enhancing existing facilities as appropriate.
Additionally, the Council has undertaken a Green Infrastructure Assessment (See shape the planning and delivery of green infrastructure throughout the County E summaries the findings of the detailed 'audit' of the provision of Outdoor Sports an within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a to include green infrastructure assets (such as allotments, cemeteries, woodland Integrated Network Maps. As such the assessment will provide a mechanism to e forms an integral and significant part of development and wider infrastructure proport
Development proposals including strategic site allocations will be expected to mai Bridgend's green infrastructure network and ensuring that individual green ass possible and integrated into any new development.
In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spect masterplan development principles and development requirements. Such requirement retain and provide suitable buffers to habitats, particularly hedgerows, trees (inclu Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 and Outdoor Recreation Development Supplementary Planning Guidance.

gs can be used as means of vision. It can also be used as

ee Appendix 23) to guide and / Borough. The assessment and Children's Playing Space o adopting a holistic approach nds, broad habitats) and the o ensure green infrastructure posals.

aintain, protect and enhance ssets are retained wherever

ecific requirements including ements will ensure that sites cluding Ancient and/or Semir recreation facilities will be n Facilities and New Housing

ID	Comment	Summary of changes being sought/proposed	and social communities policies? Council response
51	The only thing this policy seems to say is that new houses need to be built and why. No real substance to this policy. lots of communities have no room for development. Large scale building of new homes seems like it would go against the policy to protect and enhance the natural landscape. Can't make a new doctors, dentist, pharmacy or public transport be available in new areas so could lead (as there is now) large scale developments with no services, this also includes small corner shops etc on new build sites.	Concern in relation to the active, health, cohesive and social communities' policies, natural landscape and impact of development on services.	Comment noted. The Deposit Plan has been underpinned by the identification of t economic growth and housing provision, all of which have been based upon we judgements regarding need, demand and supply factors (See Appendix 42 – Bac Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Bac considered how the County Borough's demographic situation is likely to change fr the most appropriate response for the Replacement LDP. As such the Repl appropriate plan requirement to enable a balanced level of housing and employme sustainable patterns of growth, support existing settlements and maximise viable a The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfiel on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities th Regeneration Growth Areas. The ongoing commitment to brownfield developme settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe success in delivering development on brownfield regeneration opportunities rema deliverable sites (including some greenfield sites) are therefore required to implet housing in high need areas and ensure the County Borough's future housing requ The Replacement LDP apportions sustainable growth towards settlements that all services, facilities and employment opportunities and are most conducive to development. As such, a Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment flat Nath Settlements of F with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment of 171 sites. Each candidate si

f the most appropriate scale of vell informed, evidence based ackground Paper 2: Preferred hole Replacement LDP period Background Paper. This has from 2018-2033 and informed placement LDP identifies an nent provision that will achieve affordable housing delivery.

gy Options Background Paper oment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's ably Bridgend and the Valleys haining. Additional viable and ement SP1, deliver affordable guirements can be realised.

already benefit from significant to enabling transit orientated Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

ite has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed

pecific requirements including seek to contribute and address paration process. Sites will be ublic open space, active travel

			In terms of enhancing the natural landscape, the Deposit Plan is accompanied evidence base, the Council has undertaken an updated detailed audit of existing playspace across the County Borough (See Appendix 22: Outdoor Sport and (2021)). Its findings can be used as means of justifying the provision of new fac deficiencies in provision. It can also be used as means of safeguarding and en appropriate.
			Additionally, the Council has undertaken a Green Infrastructure Assessment (Se shape the planning and delivery of green infrastructure throughout the County summaries the findings of the detailed 'audit' of the provision of Outdoor Sports a within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also to include green infrastructure assets (such as allotments, cemeteries, woodlar Integrated Network Maps. As such the assessment will provide a mechanism to forms an integral and significant part of development and wider infrastructure properties.
			Development proposals including strategic site allocations will be expected to m Bridgend's green infrastructure network and ensuring that individual green as possible and integrated into any new development.
			In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site sp masterplan development principles and development requirements. Such require retain and provide suitable buffers to habitats, particularly hedgerows, trees (inc Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoo required to be delivered in accordance with Policy COM10 and Outdoor Recreatio Development Supplementary Planning Guidance.
			In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) details for the mixed-use Strategic Development Sites in Regeneration Growth Areas an Such requirements include masterplan development principles and development re to contribute and address the identified key issues and drivers identified through preparation process. This will be facilitated through the provision of affordable provision, public open space and active travel provision.
			Development of this scale (sustainable urban extensions) is necessary to create a will incorporate a mix of complementary uses and deliver improvements to existing new supporting infrastructure. The latter factor is particularly notable given the s the County Borough and the need for new strategic sites to be significant enough of a new primary school as a minimum.
			In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environment additional to community and cultural infrastructure.
47	The question preamble includes "The Deposit Replacement LDP will seek to maximise planning contributions to provide integrated affordable housing within high need area, where viable. Nowhere in any report does it state that the Porthcawl	regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. The Deposit Plan has been underpinned through the identificat scale of economic growth and housing provision, all of which have been based underpinded based judgements regarding need, demand and supply factors (See Appendix Preferred Strategy Strategic Growth Options). A range of growth scenarios across period have been analysed and discussed within the Strategic Growth Options considered how the County Borough's demographic situation is likely to change find
	report upes it state that the PolthCaw		

ed with a technical supporting g outdoor sports and children's d Children's Play Space Audit acilities and/or remedying local enhancing existing facilities as

See Appendix 23) to guide and ty Borough. The assessment and Children's Playing Space so adopting a holistic approach ands, broad habitats) and the to ensure green infrastructure oposals.

maintain, protect and enhance assets are retained wherever

specific requirements including irements will ensure that sites ncluding Ancient and/or Semipor recreation facilities will be ion Facilities and New Housing

il the site-specific requirements and Sustainable Growth Areas. t requirements all of which seek brough the Replacement LDP ble housing, on-site education

e sustainable communities that ng infrastructure and/or provide school capacity issues across gh in scale to support provision

been produced (See Appendix but which the development of les within the plan period could nental management, utilities in

ication of the most appropriate d upon well informed, evidence dix 42 – Background Paper 2: ss the whole Replacement LDP s Background Paper. This has from 2018-2033 and informed Community 'needs' 1200 new houses in line with the above criteria. It is an open secret that BCBC is responding to perceived commercial pressures to provide housing land where developers can make the best profit rather than using new housing developments as an opportunity to drive economic and social renewal across all communities within the County Borough. The RLDP is actually explicit in acknowledging that sites in Porthcawl, Pyle and Bridgend have served to neglect the valleys because 'builders don't want to build there'. This is unacceptable as within reason housebuilders will build on any blade of grass given the chance. BCBC must show more courage and ambition for all communities where some are under developed whilst others are becoming overdeveloped. By investing in enhancing a community as a nice place to live with good infrastructure and environmentally sound and attractive then that will enable young people who don't want to have to move away from their community to buy a house to stay local. The UK and indeed the world will emerge from the pandemic in a very different place on the scale of an industrial revolution. New housing in deprived or left behind communities across the borough can benefit from the driver that new housing is. The preamble continues; "Growth in housebuilding also brings new opportunities to secure accompanying infrastructure such as improved education provision, leisure facilities and transport links. It is essential that the quality of life of all of the county borough's residents is sustained and adequately catered for, and that community services and social facilities continue to address their needs". This only underpins the point I am making. Make no mistake housing developers want to build in areas where they can charge the highest prices for their product. Concentrating on high price areas like The Sea Front in Porthcawl means that even 'affordable housing' will be expensive and probably the last place to try to provide that. It will be out of the reach of many county borough residents wanting to 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.

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.

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.

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.

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.

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.

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.

In terms of the pandemic, the Council has 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 report evaluates the foundations of the Plan's strategic direction to determine whether the Vision, Strategic Objectives, Strategic

	get onto the housing ladder. At the end of the day quality housing of which some is classed as 'affordable' does not alter the cost of land or of building. Somewhere within the chain someone takes a hit. "The planned increase in housing supply will also act as a key driver of economic growth across Bridgend and the wider regions". This is exactly the point I am making for a fair share of investment in Valleys in infrastructure in valley communities.		Policies and supporting technical studies remain appropriate given the emerging also considers whether any updates and/or modifications are necessary to en remains sufficiently flexible to accommodate any potential eventualities. In the Sustainable Housing Strategy, a refreshed analysis of the existing Demographic Fe has been completed, which includes a fact-check of the extant evidence base and the latest dwelling completions, mid-year housing estimates and 2018-based hous it will be of paramount importance to not sacrifice the principles of sustainable de objectives of the Replacement LDP in the outright pursuit of economic recovery. H that the plan covers a 15 year period of which is difficult to understand the true im stage.
			In terms of affordable housing, a Plan-Wide Viability Assessment (2021) (See Ap determine the extent to which the LDP can contribute to the need identified for a County Borough over the plan period. The Assessment considered the broad le across the County Borough's seven Housing Market Areas as identified within the L with site specific viability testing for those sites key to delivery of the Plan. This proc that sites (within different market areas) can make to the delivery of infrastructure, policy requirements. These requirements are reflected in Development Managem was considered viable for the development of Porthcawl Waterfront to provide 309
480	is there any plans to control the conversion of existing family sized homes into flats?	Are there any plans to control the conversion of existing family sized homes into flats	Comments noted. The Replacement LDP contains development management Polio Occupation of which permits the conversion of existing buildings into a House in bedsits or other forms of shared housing within defined settlement boundaries su outlined criteria. Furthermore, proposals for the sub-diversion of dwellings will be subject to
			 supplementary planning guidance including: Policy SF1: Settlement Hierarchy and Urban Management Policy SP3: Good Design and Sustainable Place Making Policy PLA11: Parking Standards Policy SP6: Sustainable Housing Strategy Supplementary Planning Guidance 02: Householder Development Supplementary Planning Guidance 17: Parking Standards
520	Priority should be given to young families with familial connections to Porthcawl, as they simply cannot afford to live here at the moment.	Priority should be given to young families with familial connections to Porthcawl, as they simply cannot afford to live here at the moment	 Whilst it is beyond the scope of the LDP to control the occupants of new homes, updated Local Housing Market Assessment (LHMA) for the County Borougl assessment has informed the Replacement LDP to ensure the plan will provide a affordable housing provision, through viable thresholds and proportions. While additional affordable housing is needed throughout the County Borough, the Area in terms of quantity and type, with Bridgend having been identified as the high evidence, combined with the Settlement Assessment (See Appendix 19) and Sp Appendix 43) Background Paper, informed the classification of Bridgend as the P the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the within and informed classification of the other Main Settlements in the Strategy (ir and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with more Spatial Strategy has therefore been developed to maximise affordable housing d areas.
			The LDP is one significant means of addressing this shortfall, although it must be and allocations are not the only mechanism to deliver affordable housing. The Pla

ng impacts of the pandemic. It ensure the Replacement LDP terms of Strategic Policy 7: Forecasts and Analysis Paper and an addendum that considers busehold projections. However, development and the aims and However, it's important to note mpacts of the pandemic at this

Appendix 32) was prepared to affordable housing across the levels of development viability e LHMA and was supplemented ocess informed the contribution e, affordable housing and other ment Policy COM3. As such, it 0% affordable housing on-site. olicy COM7: Houses in Multiple in Multiple Occupation (HMO), subject to accordance with the

to the relevant policies and

s, the Council has prepared an ugh (See Appendix 23). This an appropriate contribution to

this varies by Housing Market ighest housing need area. This Spatial Strategy Options (See Primary Key Settlement within the LHMA identified high need (including Pencoed, Porthcawl noderate need in Maesteg. The delivery in high housing need

be recognised that its policies Plan-Wide Viability Assessment

			(2021) (See Appendix 32) was therefore prepared to determine the extent to whi the need identified for affordable housing across the County Borough over the p considered the broad levels of development viability across the County Borough's as identified within the LHMA and was supplemented with site specific viability delivery of the Plan. This process informed the contribution that sites (within diffe to the delivery of infrastructure, affordable housing and other policy requirement reflected in Development Management Policy COM3. During the plan period, development proposals within the LDP are expected to delively delivery of the Plan. These mechanisms include capital grant funding (Social Housing funded Registered Social Landlord developments, private sector leasing schemes, and re-configuration of existing stock. However, these mechanisms are outside especially considering that past availability of capital funding (notably Social Housing the test of the plan perior for the past availability of capital funding (Notably Social Housing the test of the plan perior for the proposal stock. However, these mechanisms are outside especially considering that past availability of capital funding (notably Social Housing test of the plan perior for the past availability of capital funding (notably Social Housing especially considering that past availability of capital funding (notably Social Housing test of the plan perior for the past availability of capital funding (notably Social Housing especially considering that past availability of capital funding (notably Social Housing test of the plan perior for the past availability of capital funding (notably Social Housing especially considering that past availability of capital funding (notably Social Housing especially considering that past availability of capital funding (notably Social Housing especially considering that past availability of capital funding (notably Social Housing especially considering that past availability of capital funding (notably Social
573	PLA3 - Land West of Bridgend. This proposal will put unmitigated strain on infrastructure, such as roadsm air quality and secondary school places. The argument that this increase in housing will drive economic growth is a fallacy. There is absolutely no evidence to support this ridiculous claim. No evidence exists to show that 2000 + houses since the year 2000 at nearby Broadlands has had any substantioal effect on economic growth across Bridgend. It is far more likely that the majority of travel to work journeys from Broadlands are to destinations outside Bridgend County.	regarding Strategic Allocation PLA3: Land West of Bridgend / infrastructure / employment	 a robust indication of the future availability of funding over the life of the LDP. Comments noted. As part of the proposed allocation of Land West of Bridgend, d site-specific requirements including masterplan development principles and p Deposit Policy PLA3 – Page 71). The provision of new residential units, includin accompanied with a new one and a half form entry Primary School, recreation facil appropriate community facilities all set within distinct character areas. In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure withou allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environme addition to community and cultural infrastructure. In terms of education, Policy PLA3 requires 2.3 hectares of land to accommod school with co-located nursery facility and a financial contribution to nursery, prir education provision as required by the Local Education Authority. The financial and phasing thereof) must be secured through Section 106 Planning Obligati Education Facilities and Residential Development SPG. The site promoter commissioned Air Quality Consultants to undertake an Air Qual impact of the proposed development Area (AQMA) of Park Street. Concentration number of worst-case receptors, representing existing properties where impacts In addition, the impacts of traffic emissions from local roads on the air quality for fut development have been assessed. The assessment has demonstrated that concentrations of PM10 and PM2.5 will real existing receptors in 2022, with or without the proposed development, and that a will be negligible. In the case of annual mean nitrogen dioxide, concentrations will remain below existing receptor (representative of 6-8 homes) in 2022, with or without the proposed development
			is now considered unlikely that any new homes within the development will be oc time it would be reasonable to expect concentrations at these 8 homes to assessment has demonstrated that the impacts in terms of annual mean nitrogen

hich the LDP can contribute to plan period. The Assessment 's seven Housing Market Areas y testing for those sites key to ferent market areas) can make tents. These requirements are

eliver a total of 1,977 affordable og need identified by the LHMA. be delivered through a range of using Grant or otherwise), selfes, re-utilisation of empty homes de the scope of the LDP itself, busing Grant) does not provide

development will be subject to placemaking principles (See ding affordable housing will be cilities, public open space, plus

been produced (See Appendix out which the development of ses within the plan period could mental management, utilities in

odate a 1.5 form entry primary rimary, secondary and post-16 al contribution (including timing ations in accordance with the

ality Assessment to assess the ons arising from the additional ions have been modelled for a is are expected to be greatest. uture residents on the proposed

remain below the objectives at all impacts for these pollutants

w the objective at all but one osed development. However, it occupied before 2024, by which be below the objective. The en dioxide concentrations of the

			full development traffic being on the roads in 2022 will be negligible everywhere of where the impact under this scenario would be moderate adverse. However, bearin will be occupied before 2024, and the development is unlikely to be complete and volumes until the 2030s, this scenario is unrealistically worst-case. Applying p considered most likely that the actual impact of the development at these 8 home years from the first occupation in 2024.
			The effects of local traffic on the air quality for future residents living in the propo shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant.
			In terms of employment, as detailed within the Employment Background Paper, the base has evaluated a comprehensive range of growth options and analysed the line population change and the size and profile of the resultant resident labour force. The of a Growth Strategy that is most appropriate to achieve an equilibrium between active people remaining within and moving into the County Borough plus the num and/or expanding within the same vicinity. One of the key aims of the Plan is to commuting. The relationship between housing growth and employment provis considered to this end. Therefore, the Deposit LDP does not seek to transform Brachieve. The level of growth proposed is considered the most appropriate to achieve and the same vicinity. The relation of what achieve is the opposite and the same transform Brachieve. The level of growth proposed is considered the most appropriate to achieve through enhanced active travel opportunities. This is detailed further within the Employment provise is considered for the travel opportunities.
520	At the moment, Porthcawl desperately needs affordable housing but high house prices here hinder this aspiration. When our town becomes an urban sprawl on the seafront, house prices will inevitably reduce, but surely that is not the intention of planners ?	regarding Strategic Allocation PLA1: Porthcawl Waterfront /	Comments noted. The Deposit Plan has been underpinned through the identifical scale of economic growth and housing provision, all of which have been based us based judgements regarding need, demand and supply factors (See Appendix Preferred Strategy Strategic Growth Options). A range of growth scenarios across period have been analysed and discussed within the Strategic Growth Options I considered how the County Borough's demographic situation is likely to change fir the most appropriate response for the Replacement LDP. As such the Replappropriate plan requirement to enable a balanced level of housing and employmer sustainable patterns of growth, support existing settlements and maximise viable
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfiel on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield developme settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land.
			The Replacement LDP apportions sustainable growth towards settlements that all services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See sustainable settlement hierarchy. Based upon the consideration of a comprehe Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of growth, demonstrating capacity for sustainable growth based on its accessibility, employment provision in the context of its existing population base.

other than at this one receptor, ring in mind that no new homes nd thus generating its full traffic professional judgement, it is nes will also be negligible in all

bosed development have been ations being well below the air elopment are judged to be 'not

ne Replacement LDP evidence link between different levels of This has ensured development en the number of economically umber of employers relocating to minimise the need for outvision has been very carefully Bridgend County Borough into hat the strategy is seeking to chieve an equilibrium between requirements, and connected mployment Background Paper. cation of the most appropriate upon well informed, evidence lix 42 – Background Paper 2: ss the whole Replacement LDP Background Paper. This has from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve e affordable housing delivery.

egy Options Background Paper pment of land within or on the field sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise

already benefit from significant to enabling transit orientated e Appendix 19) to establish a nensive range of variables the of supporting regeneration-led ty, availability of amenities and

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			The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constra promoters were asked to prepare and submit a number of technical supporting stud deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
			requirements including masterplan development principles and placemaking pr PLA1 – Page 63). The provision of new residential units, including affordable dwel of other vital regeneration requirements comprising flood defences, public open sp travel links plus education, retail and community facility provision.
			A Placemaking Strategy has been developed and produced of which provides the broader vision for Porthcawl; which aims to create a premier seaside resort of regis comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve the space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbor development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
			Whilst it is beyond the scope of the LDP to control house prices, Policy PL/ incorporate an appropriate mix of dwelling sizes and types to meet local hour affordable housing units to be integrated throughout the development.
520	This is a green experiment and relies on us all abandoning the motor car. That will never happen and increasing Porthcawl's population while simultaneously removing its largest car park will hinder not help Porthcawl.	regarding parking	Comments noted. In terms of car parking, it's acknowledged that a sound and ro critical to the success of the regeneration. As part of the strategy, the site will accor car park on the existing Hillsboro car par enabling more ground floor space to be g development. Consideration should be given to alternative future uses as, overtime to Porthcawl Waterfront will be principally by public transport including park and ric the number of private vehicles requiring parking facilities. Consultations confirmed concept of a multi storey car park whilst recognising it will change the immedia Hillsboro Place.
			The authority has a strong desire to facilitate and actively encourage a modal sh public transport and the provision of a new bus terminus is integral to this as we Future Wales Plan. As such, a new 'bus terminus' may also be located along the F as a boulevard where visitors and locals could arrive at, and depart from the regen The location of the bus terminus will enable access towards the waterfront and also has also undertaken feasibility work to explore proposals to deliver a bus ter regeneration area. The bus terminus project is being brought forward in connectio Metro Plus project and is seen as a key element of the wider regeneration plans.
848	No	No changes proposed	Comments noted.
1405	'Growth in house building also brings new opportunities to secure accompanying	•	Comments noted. In terms of supporting infrastructure, an Infrastructure Delivery P (See Appendix 37). The IDP provides a single schedule of all necessary infra

site has been assessed against consulted upon (See Appendix essment, sites were examined ral location, neighbouring land traints and opportunities. Site tudies to demonstrate the site's ent, only those sites deemed

will be subject to site-specific principles (See Deposit Policy vellings, will enable the delivery space, leisure, enhanced active

s the framework to deliver the egional significance through the able distribution and variety of e upon areas of attractive open ong the seafront, supplemented bour and Trecco Bay. Physical the town as a place to live and c benefits that allow the broader

PLA1 requires development to nousing needs, including 30%

robust parking strategy will be commodate a new multi storey given over to public realm and me, the aspiration is that travel ride schemes, greatly reducing ned widespread support for the ediate outlook of properties on

shift towards increased use of well as being part of the wider e Portway of which will function eneration site and town centre. so the town centre. The Council terminus within the Porthcawl tion with Cardiff Capital Region

Plan (IDP) has been produced frastructure without which the

	1	
infrastructure such as improved education provision, leisure facilities and transport links. The occupiers of the new homes ultimately place more demand on the existing infrastructure, which is already at capacity in some areas. The strategy itself recognises that building new homes will put more demand on existing infrastructure which is already at capacity. More properties cannot be built without extra facilities being provided. During the summer months' extra pressure is placed on doctors, dentists etc as services have to cater for the extra numbers that flood into Trecco Bay Caravan Park. Our youngsters who leave to go to university never come back to live in Porthcawl as there is nothing here for them. Jobs, nightlife etc. There is a fantastic opportunity here to create something special in Sandy Bay for all age groups if the area isn't flooded with housing e.g 'The bowl' could be converted quite easily to an outside velodrome for cycling and other sporting activities. The site lends itself to being surrounded by an amphitheatre type low level seating area and made to blend in really well with the surrounding dunes and grassland.	Waterfront / Infrastructure / leisure facilities	 development of allocated sites for the anticipated quantum of proposed housing/ plan period could not proceed. Such infrastructure includes transport, educe management, utilities in addition to community and cultural infrastructure. As with all large scale regeneration sites there are a range of key pieces of infra delivered in order to unlock the development potential of this brownfield site. In add required to facilitate the development, the regeneration area provides an opportuni infrastructure require required to facilitate the proposed development and enabling infrastructure; Coastal defence improvements; New public open space; Drainage infrastructure; Active travel improvements; Education provision; and Utility connections and upgrades In terms of health the Council has been engaging with Cwm Taf Morgannwg Univ outset of the Replacement LDP process. Early meetings were held to ensure the of growth proposed was clarified to help facilitate alignment of service provision Candidate Site Assessment, the health board amongst other consultation boc comments in respect of those sites identified as suitable for future development a Deposit LDP. Whilst the Council cannot ultimately control provision of primary working relationships will continue and be maintained with Cwm Taf Morgannyg L will be key to service provision planning as site allocations within the Deposit P thad that its own estates and sustainability plans articulate the action required to re As part of the proposed allocation of Porthcawl Waterfront, development will requirements including masterplan development principles and placemaking pri PLA1 – Page 63). The provision of new residential units, including affordable dwel of other vital regeneration requirements comprising flood defences, public open space travel links plus education, retail and community facility provision. A Placemaking Strategy has been developed and produced of which provides th broader

g/employment uses within the cation, health, environmental

astructure that will need to be ddition to the key infrastructure nity to co locate other strategic the existing town. They key hcawl Waterfront includes the

iversity Health Board from the le level and spatial distribution on. As part of Stage 3 of the odies were invited to provide and possible allocation in the ry healthcare services, close University Health Board. This Plan progress. However, the the Local Development plans respond to this.

vill be subject to site-specific principles (See Deposit Policy ellings, will enable the delivery pace, leisure, enhanced active

s the framework to deliver the gional significance through the able distribution and variety of e upon areas of attractive open ng the seafront, supplemented bour and Trecco Bay. Physical he town as a place to live and benefits that allow the broader

including affordable housing), of the harbour within Salt Lake el facility is not delivered then round, wet-weather attraction. h new buildings, facilities and

1496	As more residential properties are built in Porthcawl, further straining, which is at full capacity already, for the schools, dentists, surgery etc and the towns limited road network and infrastructure the Well Being of residents will suffer. Residents well being is already compromised due to the volume of cars and lack of parking facilities.	Allocation PLA1: Porthcawl Waterfront / Infrastructure / parking	 required to facilitate the development, the regeneration area provides an opportuni infrastructure that would mutually benefit both the proposed development and enabling infrastructure required to facilitate the proposed development of Porthofollowing key requirements: Coastal defence improvements; New public open space; Drainage infrastructure; New road and roundabout;
	cars and lack of parking facilities.		 Coastal defence improvements; New public open space; Drainage infrastructure;
			In terms of health the Council has been engaging with Cwm Taf Morgannwg Univ outset of the Replacement LDP process. Early meetings were held to ensure the of growth proposed was clarified to help facilitate alignment of service provisio Candidate Site Assessment, the health board amongst other consultation boo comments in respect of those sites identified as suitable for future development a

t only enhance the frontage but eved elsewhere.

nercial units will be considered restaurants and cafes will be le day and into the evening.

on and commercial. In terms of porate Green Infrastructure and h Policy COM10 and Outdoor Guidance.

community facilities whilst also w stone and glass-clad building e council also wants to create an office for the harbour master ans are in place that will further area and a canopy structure

policies will promote tourism protection of well-located, good he County including Porthcawl, ation Management Plan (2018-

Plan (IDP) has been produced frastructure without which the ng/employment uses within the ucation, health, environmental

rastructure that will need to be ddition to the key infrastructure inity to co locate other strategic d the existing town. They key thcawl Waterfront includes the

niversity Health Board from the ne level and spatial distribution ion. As part of Stage 3 of the odies were invited to provide t and possible allocation in the

1040	The strategy of paying for new infrastructure and facilities, through allowing housing development is understood as is the requirement for affordable housing. The existing infrastructure, biodiversity and recreation opportunities and the impact of high density housing development on them should not be down-played however. Building more houses and increasing the population to pay for more infrastructure is arguably not a sustainable policy.	existing infrastructure, biodiversity and recreation should not be downplayed	Deposit LDP. Whilst the Council cannot ultimately control provision of primary working relationships will continue and be maintained with Cwm Taf Morgannwg I will be key to service provision planning as site allocations within the Deposit P Health Board is confident that it has identified the additional pressures created by i and that its own estates and sustainability plans articulate the action required to re With regards to education, Policy PLA1 requires 1.8 hectares of land to accommentry Welsh medium primary school, the expansion of the existing Newton Prin urusery facility) and a financial contribution to nursery and primary school provis Education Authority. The financial contribution (including timing and phasing there Section 106 Planning Obligations in accordance with the Education Facilities a SPG. The school must be accessible to new and existing residents by all tradevelopment. In terms of car parking, it's acknowledged that a sound and robust parking strategy of the regeneration. As part of the strategy, the site will accommodate a new multi shillsboro car par enabling more ground floor space to be given over to pub Consideration should be given to alternative future uses as, overtime, the aspirati Waterfront will be principally by public transport including park and ride schemes, of private vehicles requiring parking facilities. Consultations confirmed widespreac multi storey car park whilst recognising it will change the immediate outlook of pro The authority has a strong desire to facilitate and actively encourage a modal sh public transport and the provision of a new bus terminus is integral to this as we Future Wales Plan. As such, a new 'bus terminus' may also be located along the regeneration area. The bus terminus project is being brought forward in connectio Metro Plus project and is seen as a key element of the wider regeneration plans. Comments noted. The Deposit Plan has been prepared in accordance with Wele Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and
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ary healthcare services, close g University Health Board. This Plan progress. However, the y the Local Development plans respond to this.

nmodate a minimum one form rimary School (with co-located vision as required by the Local ereof) must be secured through and Residential Development travel modes, enabled by the

gy will be critical to the success i storey car park on the existing ublic realm and development. ation is that travel to Porthcawl s, greatly reducing the number ad support for the concept of a properties on Hillsboro Place.

shift towards increased use of well as being part of the wider e Portway of which will function eneration site and town centre. so the town centre. The Council terminus within the Porthcawl tion with Cardiff Capital Region

elsh Government Development nd revise a development plan, deliverable and contribute to *N*).

priate scale of economic growth ce based judgements regarding erred Strategy Strategic Growth eriod have been analysed and s considered how the County offormed the most appropriate n appropriate plan requirement sustainable patterns of growth,

gy Options Background Paper pment of land within or on the field sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as

			Regeneration Growth Areas. The ongoing commitment to brownfield developments settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe success in delivering development on brownfield land in other settlements (notable Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implet housing in high need areas and ensure the County Borough's future housing required The Replacement LDP apportions sustainable growth towards settlements that all
			services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compre sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
			The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constra promoters were asked to prepare and submit a number of technical supporting stud deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
			In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure withou allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environme addition to community and cultural infrastructure.
1233	Much of the previous development has outgrown the existing infrastructure and service & health sectors. These should be FULLY addressed and resolved prior to ANY further large scale developments in the county-borough. It would be great to see more scope for self-builds, custom-builds and sustainable eco-builds in the area though.	to lack of existing infrastructure and service and health sectors.	Comment noted. The Deposit Plan has been underpinned by the identification of t economic growth and housing provision, all of which have been based upon we judgements regarding need, demand and supply factors (See Appendix 42 – Bac Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Ba considered how the County Borough's demographic situation is likely to change fr the most appropriate response for the Replacement LDP. As such the Repl appropriate plan requirement to enable a balanced level of housing and employme sustainable patterns of growth, support existing settlements and maximise viable a
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield developments accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe success in delivering development on brownfield land in other settlements (notational gateway), there are limited further brownfield regeneration opportunities remained to the settlement of the settlement of the settlement of the settlements (notational settlement).

nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's ably Bridgend and the Valleys naining. Additional viable and lement SP1, deliver affordable quirements can be realised.

already benefit from significant to enabling transit orientated e Appendix 19) to establish a prehensive range of variables of Bridgend and Pencoed along

site has been assessed against consulted upon (See Appendix essment, sites were examined ral location, neighbouring land raints and opportunities. Site tudies to demonstrate the site's ent, only those sites deemed

been produced (See Appendix out which the development of es within the plan period could nental management, utilities in

of the most appropriate scale of well informed, evidence based Background Paper 2: Preferred hole Replacement LDP period Background Paper. This has from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve e affordable housing delivery.

gy Options Background Paper pment of land within or on the ield sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's cably Bridgend and the Valleys naining. Additional viable and

	deliverable sites (including some greenfield sites) are therefore required to impler housing in high need areas and ensure the County Borough's future housing requi
	The Replacement LDP apportions sustainable growth towards settlements that all services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compre sustainable growth will be appropriately directed towards the Main Settlements of E with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
	The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environmental constrait promoters were asked to prepare and submit a number of technical supporting stud deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
	In terms of Infrastructure, Policies PLA1-PLA5 (See Deposit Plan – Page requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas. Such requirements include masterplan development principles and all of which seek to contribute and address the identified key issues and drive Replacement LDP preparation process. This will be facilitated through the provision site education provision, public open space and active travel provision.
	Development of this scale (sustainable urban extensions) is necessary to create s will incorporate a mix of complementary uses and deliver improvements to existing new supporting infrastructure. The latter factor is particularly notable given the so the County Borough and the need for new strategic sites to be significant enough of a new primary school as a minimum.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environme additional to community and cultural infrastructure.
	In terms of GP surgeries the Council has been engaging with Cwm Taf Morgann from the outset of the Replacement LDP process. Early meetings were held to distribution of growth proposed was clarified to help facilitate alignment of service of the Candidate Site Assessment, the health board amongst other consultation be comments in respect of those sites identified as suitable for future development a Deposit LDP. Whilst the Council cannot ultimately control provision of primary working relationships will continue and be maintained with Cwm Taf Morgannwg U will be key to service provision planning as site allocations within the Deposit Plan
	In terms of supporting self-builds, custom-builds and sustainable eco-builds, the P and Garw Valleys as regeneration areas, which would benefit from community base would aim to enable development of a scale and nature that is tailored to communi

ement SP1, deliver affordable uirements can be realised.

already benefit from significant to enabling transit orientated Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

ite has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed

e 62) detail the site-specific Growth Areas and Sustainable nd development requirements drivers identified through the sion of affordable housing, on-

e sustainable communities that g infrastructure and/or provide school capacity issues across h in scale to support provision

been produced (See Appendix but which the development of es within the plan period could mental management, utilities in

nnwg University Health Board o ensure the level and spatial e provision. As part of Stage 3 bodies were invited to provide and possible allocation in the ry healthcare services, close University Health Board. This an progress.

Plan has designated Ogmore sed regeneration. These areas inity needs, whilst, diversifying

Residents believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area) and Cavendish Park as green losues paces. We request these green spaces be recognised and marked as survellar provision (CNIT COLIMAN: There is a small settlement propose d in Court Coliman (SP7 (NoT COLIMAN: There is a small settlement proposed in Court Coliman (SP7 (I for the Travelling /Roma community the ins site is shart 1 mile away from the one proposed. Also the LDP plans to place one in Bryncethin. Residents understand the need for such sites for the travelling routing community, but are opposed to the current plan concentrating on the ward of natural beauty (near Pennsylvania community, but are a which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. We ask BCBC to consider other options of placing this site outside of the wards, o Pen y fai residents are opposed to the advectioned green space, ecologically inch habits, and changed the face of wards to developments in travelating are on infrastructure. This fundamentally flies in the face of what the LDP. There seems to be a lack of the cologically inch habits, and changed the face of wards or placing green space, ecologically inch habits, and changed the face of wards the previous on) states it will not do. Additionally results, and changed the face of wards the previous on) states it will not do. Additionally such developments of recent the previous on) states it will not do. Additionally results, and changed the face of wards the previous on) states it will not do. Additionally results and changed the face of wards the the advectory is travelent to be considered to recommunity as well as put additional pressures to be a lack of co nsideration of sustants and be consulted there advectore. This fundamentally flies in the face of what the tDP. There seems to be a lack of the consideration of sustants and the nuce that and sustanted consideration of sustants and be consoliced to regoneration for the considered to se				and strengthening local economies, connecting communities to wider opportuniti quality environments. Regeneration Areas therefore aim to capitalise on their rul active lifestyles, grow the tourism industry and facilitate smaller-scale development This latter element recognises that distinctive approaches are required to bring fo areas, which could include initiatives such as co-operative housing, self-bu opportunities alongside other forms of development.
nsideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that 'smallThe plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co	129	Residents believe the LDP should recognise and mark both the Pheasant Field (Pen y fai Kick about area) and Cavendish Park as green leisure spaces. oWe request these green spaces be recognised and marked as such in the published LDP. •TRAVELLER/ROMA SITE COURT COLMAN: There is a small settlement propos ed in Court Colman (SP7 (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. R esidents understand the need for such sites for the travelling /Roma community, but are 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. We ask BCBC to consider other options for placing this site outside of the wards. o Pen y fai residents are 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	to gypsy and traveller provision, loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and	 opportunities alongside other forms of development. Comments noted. Regarding potential gypsy and traveller site allocations, in requirement for all Local Authorities to undertake a Gypsy and Traveller Accord Housing (Wales) Act 2014 places a legal duty on the Council to meet any ide accommodation needs. These needs have to be considered as part of the Replace plan to propose sites to meet any identified need to comply with statutory legislation. The Deposit Plan has been prepared in accordance with Welsh Government I (Edition 3). It contains guidance on how to prepare, monitor and revise a develop robust evidence to ensure that plans are effective and deliverable and contribute to national policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned by the identification of the most appropriation and housing provision, all of which have been based upon well informed, evidence I need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has a Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an a to enable a balanced level of housing and employment provision that will achieve such a such a balanced level of housing and employment provision that will achieve such a balanced level of housing and employment provision that will achieve such as the provision tha
developments' may be placed in Penyfai, 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses		nsideration of sustainable communities and the Wellbeing of Future Generations Act within the plan. The LDP notes that 'small		with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed asses

ities and protecting their high rural surroundings to promote nt on primarily brownfield sites. forward development in these build plots and custom-build

it is a Welsh Government commodation Assessment the dentified Gypsy and Traveller acement LDP process and the tion.

t Development Plans Manual lopment plan, underpinned by to placemaking, as defined in

riate scale of economic growth e based judgements regarding rred Strategy Strategic Growth eriod have been analysed and considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

gy Options Background Paper oment of land within or on the ield sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's ably Bridgend and the Valleys haining. Additional viable and ement SP1, deliver affordable guirements can be realised.

already benefit from significant to enabling transit orientated Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

ite has been assessed against consulted upon (See Appendix essment, sites were examined but fails to identify places candidate sites and therefore we do not feel it is a complete or sufficient consultation document for Penyfai area. Residents wish it to be noted that they are opposed to 'small scale' developments and wish this to 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 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 f rom the village community it would not be sustainable development. o Residents wish the LDP to delete small scale developments as permissible in Penyfai Village. In relation to Aberkenfig Information from Aberkenfig and Tondu Community Associations. Proposals we believe will impact directly and indirectly on our area Include: • Three separate parcels of land south of Pont Rhyd-y-Cyff – 372 homes. • Former Cooper Standard/Cosi/Revlon factory, Ewenny Road, Maesteg – 138 homes (though the City Region project suggests it'll be more than this). • Maesteg Washery Reclamation Scheme – 135 homes • Coegnant Reclamation Scheme, Nantyffyllon – 100 homes. • Land between Bryntirion & Laleston - 850 houses (20% affordable), with a new primary school and 12.8 hectares of open space. A new signalised junction would be provided on the A473 with Llangewydd Road would be shut to vehicles at the Bryntirion end. • Land southeast of

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.

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.

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 connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.

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).

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.

All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.

Pyle (everything between the railway and the M4) - The largest strategic site in the For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to deposit LDP, potentially accommodating scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each 2,000 new homes (15% affordable), two strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site primary schools, a new local retail centre, a allocation to implement specific masterplan development principles) represent forms of mitigation to help foot/cycle bridge over the railway linking to address the identified likely significant effects. These requirements also enhance the sustainability performance Pyle and 8 hectares of open space. Pyle of the strategic site allocation more generally. The SA identifies relevant masterplan development principles railway station could be moved here to included in these spatial development policies to help ensure the avoidance of likely significant adverse effects develop a transport interchange to improve which could otherwise occur from this development proposal. Additional masterplan development principles are links to Porthcawl. Sites for housing should also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking be revised in light of the pandemic to ensure approach to siting, design, construction and operation in accordance with Planning Policy Wales. These any empty office spaces as a result of Covid principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site is repurposed and utilised first and assessment scoring updated to reflect their inclusion in the Deposit Plan. foremost. The LDP should focus on converting this to housing and Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. arts/cultural/hospitality to create a vibrant The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient town centre. Targets for affordable housing Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would are far too low all the evidence suggests be a presumption in favour of their physical preservation in-situ and against development. In terms of relying on S106 is not delivering affordable 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 or social housing. 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. While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission. Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence. 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. The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects

over time as the proposed landscape establishes and overall the predicted unacceptable from a landscape and visual perspective in the context of the delive
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (207 assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Bryr design is sensitive to the site's existing characteristics. The design appraised resp site such as the Bridgend Circular Walk, the byway, the hedgerow network and version to the proposals put forward at this stage are considered to be a thoughtful a development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term man the visual amenity and landscape character of this northern part of the site. development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields curren improved by the proposals as well as maintained in the long term. The SIN for informal and natural play on site provided increased public access would function; The site contains very few of the key characteristics listed in the published of The site has a strong network of hedgerows, some which would be lost and urban form. However, the retained hedgerows and trees would be protect some of the character of the SLA within which the site lies would be retained. Provision of structural landscaping, a mix of native and non-native trees and the site for biosecurity, diversity of ecosystems and habitat creation as well a residents. Ares of open space would be bolstered by considered structures and the settled landscape character currently experienced in the local area as it forms a desirable strong green framework that links with the wider gree west and south of the site; Adequate replacement planting of local species in appropriate locations to trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment and reflect local character. Diverall is it consideration of the findings above, it is anticipated that any notable I resulting from the addition of the proposed scheme would be localised in extent ar radius of the site, despite the site's relatively open character.
radius of the site, despite the site's relatively open character. Overall is it considered that the masterplan framework proposed for through a landscape and ecology-led approach, with appropriate incor

d effects are not considered rery of a strategic housing site.

acter and visual amenity. The nent (NLCA), LANDMAP, and 013) in addition to an on-site and visual terms to the existing yntirion provided a considered sponds sensitively to assets on vegetated site boundaries. As I and easily assimilated future

anagement. This would protect A landscape buffer would set he SINC could be used as a antly within the SINC could be INC offers a great opportunity uld not clash with its ecological

d documents on Laleston SLA. Ind the field pattern replaced by cted by landscape buffers and med;

d shrubs proposed throughout as the visual amenity of future uctural planting to create an proposed landscape strategy a;

rity of the emerging proposals een infrastructure to the north,

to compensate for any loss of

nt has been designed to protect

landscape and visual effects and contained within a c.400m

has been sensitively designed of mitigation measures in order such, the promotion of this site to the existing settlement of pon its surrounding landscape

	Policy PLA3 will ensure that the design and layout of the site has regard to the
	considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landsca safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must inco adverse effects and/or visual intrusion on the wider landscape.
	In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 s by EDP. The desk study has noted that within the Study Site's zone of influence the and non-statutory designated sites present, most notably Laleston Meadow the site itself.
	Given the combination of designated sites, it is concluded that any future pl to consider the potential for direct and indirect impacts to arise upon qualifying fea Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such reta protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
	The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developal significant benefit to both visual and recreational amenity, conservation and be respect of the latter, the SINC provides a potential space to accommodate ecologic enhancements and thus offset ecological impacts that may arise during the develop
	An Extended Phase 1 survey was undertaken in February 2020, supplemented by March 2020. The Phase 1 survey concluded that the site is dominated by agricultu limited botanical interest and thus of low inherent ecological value. Habitats of gre include the native hedgerows delineating the northern boundary and internal fi to woodland habitat and marshy grassland associated with Laleston Meadows SING identified several trees with low to high potential to support a bat roost whilst onsite p for their potential to support great crested newt.
	The results of the desk study and Extended Phase 1 survey have influenced the matter to locate development across those habitats of predominantly limited ecol boundary habitats as far as possible. Where retained, such features have been account informal green space and sustainable transport links, which ultimately enhances Site and contributes to the wider green infrastructure resource.
	Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
	The report also highlights further detailed habitat and species surveys we inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NF the development to retain and provide suitable buffers to habitats, particularly be the development to retain and provide suitable buffers to habitats.

he landscape in which it sits, ts must be minimised through cape and access features to ment must also not be to the corporate measures to reduce

1 survey has been undertaken here are a number of statutorily ows SINC which overlaps with

planning submission will need eatures, including the Laleston the Laleston Meadows SINC etained features will be further sign of built development away

the Study's Site boundary will lic open space and wildlife bable site this will provide a l biodiversity enhancement. In lical mitigation and biodiversity elopment of adjacent land.

by further roosting bat works in Iturally improved grassland of greatest ecological importance I field boundaries in addition NC. The roosting bats surveys e ponds have been considered

masterplan which has sought cological value whilst retaining ccommodated within proposed as connectivity throughout the

ternal field boundaries (albeit ize and extent to enable future t ecological constraints and tioning of built development

which are recommended to priate and proportional. These NRW. Policy PLA3 will require y hedgerows, trees (including

Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will a submit and agree ecological management plans including proposals for m maintenance for retained habitats and protected species (including for bats an appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cer access to the Bridgend Circular Walk and realigned Public Right of Way. Add hectares of retained green infrastructure and new areas of public open space seven key areas of formal open space (including 0.5ha of equipped play and linkages, green streets, and explore the provision of enabling sensitive publ Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure withou allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environme addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will the Education Facilities and Residential Development SPG and a decision will be r Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcemen the clean and foul network to accommodate the site as a whole and a Hydraulic M required to inform such works. They have also confirmed that there are no insu delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage str the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This ref from NRW, and in the Strategic Flood Consequence Assessment (SCFA which in site as green in its RAG assessment. As such, all proposed land uses are permi consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions There are two areas most at risk of surface water flooding. The first corresponds flowing down into the north western corner of the site. This area of the site is curre which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key runs through the centre of the site towards the A473 where a small area of hig shown. The surface water flow routes in this part of the site will be retained when within the surface water drainage strategy through the use of SUDs and green cor
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect flo century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.

ch includes the green space also require the developer to mitigation, enhancement and and dormouse) and provide

entral part of the site, providing dditionally, PLA3 requires 4.1 across the site comprising provision), informal spaces blic access to part of Laleston

been produced (See Appendix but which the development of es within the plan period could mental management, utilities in

ill be taken in accordance with made by the Local Education

ent works are required on both Modelling Assessment will be surmountable obstacles to the

trategic of which confirms that be 15 to indicate that there is effected in comments received informs the LDP and flags the nitted without need for a flood he site (4.9%) has a low risk of s running from north to south. Is with a path of surface water rrently comprised of woodland his area of surface water flood y surface water flow route that igh surface water flood risk is ere possible and incorporated orridors.

ed by the new Flood Map for flood risk extents over the next ace. A review of the new Flood therefore considered at low or

In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pu- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the li- consultation bodies were invited to provide comments in respect of those sites id- development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quali impact of the proposed development and subsequent increased traffic emission traffic on the Air Quality Management Area (AQMA) of Park Street. Concentration number of worst-case receptors, representing existing properties where impacts In addition, the impacts of traffic emissions from local roads on the air quality for futu development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will real existing receptors in 2022, with or without the proposed development, and that a will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below existing receptor (representative of 6-8 homes) in 2022, with or without the propos is now considered unlikely that any new homes within the development will be occ time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen full development traffic being on the roads in 2022 will be negligible everywhere ot where the impact under this scenario would be moderate adverse. However, bearin will be occupied before 2024, and the development is unlikely to be complete and volumes until the 2030s, this scenario is unrealistically worst-case. Applying p considered most likely that the actual impact of the development at these 8 home years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propo shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including identify a realistic dwelling yield on the site's net developable area. The Transp number of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assess taken to deal with the anticipated transport impacts of the scheme. Proposed appropriate development requirements in relation to all forms of travel. For the a number of dwellings does not require the original proposed site boundary to be ex- use of the existing net developable area. The density and mix of uses proposed support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with na densities should be encouraged in urban centres and near major public transport in the site's location within the Primary Key Settlement of the County Borough and the

een engaging with Cwm Taf process. Early meetings were d to help facilitate alignment of e health board amongst other identified as suitable for future not ultimately control provision be maintained with Cwm Taf ng as site allocations within the

ality Assessment to assess the ons arising from the additional ons have been modelled for a s are expected to be greatest. ture residents on the proposed

remain below the objectives at all impacts for these pollutants

w the objective at all but one osed development. However, it ccupied before 2024, by which be below the objective. The n dioxide concentrations of the other than at this one receptor, ring in mind that no new homes of thus generating its full traffic professional judgement, it is nes will also be negligible in all

osed development have been tions being well below the air elopment are judged to be 'not

ng an illustrative block plan to sport Assessment reflects the ransport issues relating to the sment, what measures will be d Policy PLA3 prescribes the e avoidance of any doubt, this expanded, rather more efficient d is considered appropriate to cal mass of people to support national planning policy, higher t nodes or interchanges. Given he proximity to Bridgend Town

Centre, this density level is therefore considered appropriate to foster susta bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bo set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Act PLA3 in conjunction with Policy PLA12 should be considered essential in the del any proposal, ensuring that development is contributing to the promotion of a sust
The Active Travel Network Maps aim to improve access to key services and faci employment sites, retail areas and transport hubs, improved access to education f colleges and improvements to, and expansion of, the existing strategic cycle netw Opportunities will be maximised to further improve upon these routes, providing wa allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if app measures and infrastructure are not delivered. Therefore a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport im technical notes accompanying this assessment demonstrate that the proposed le within the LDP can be accommodated within the BCBC Highway Network with suit
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and comm will be required to deliver, or contribute towards the provision of, active trav measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land considered instrumental to achieving sustainable places, delivering socially is promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-19
Policy PLA3 will require on-site highway improvements to ensure the principal achieved from a new signalised junction with the A473 at the southern boundary; th a new-shared use crossing to connect the internal cycleway/footway with the exit the southern side of the A473.
The site promoter's Transport Assessment confirms that the traffic effect of 850 of the order of 269 and 243two-way movements in the AM and PM peak hours r considered worst case as attitudinal change towards travel progresses. This qua

ainable communities, further

Borough achieve the principles nd expanding upon the current tive travel has been key during active Routes detailed in Policy lelivery of any strategic site or stainable and healthy lifestyle.

cilities including town centres, facilities such as schools and twork in the County Borough. walking connections which will

to travel and promote the use ill likely result in greater travel opropriate mitigating transport ssessment (See Appendix 36) de and inform the process of mpact of these proposals. The level of development detailed uitable mitigation.

ure that development must be ndency on the private car and munity facilities. Development ivel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and t-orientated development that tor vehicle dependency. Wellthe site to foster community providing safe pedestrian and dgend Town Centre (including vith the proposed routes within 127 and 2120.

I point of vehicular access is the junction will accommodate xisting active route BRC9b on

) dwellings is forecast to be in respectively, although this is antum of trips equates to just

 over 4vehicles per minute two-way, dituida across the local highway network. The he development provides opportunities to crate a new western adge to Brid offering community facilities suitable for day to-day long. In this way, the transport is a major benefit for existing and new residents, significantly improving the explores needs and hence social inclusion. Working from home an a non-site Workhub will be encoursaged from the outset, in line with Webb Govern Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform Appendix 9) of which was carried out to identify the ikely significant environment, the state of the part of the part of the state of the part of the part of the state of the part of the part of the state of the part of				
 1243 In relation to Penyfai: GREEN SPACE: Concerns relating to gypsy and traveller site allocations, to gypsy and traveller site allocations, to gypsy and traveller Accound traveller y fait Kick about area - NHCC CAT Transfer for 35 years) and Cavendish Park BOTH as green leisure spaces. 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 such sites for the travelling /Roma community, but and 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 / habit area which, in a network to surrounding sites and woodlands, contributes to wider biodiversity. I ask BCRC to consider other options for placing this site outside of the wards. II am opposed to the stret to be considered. • SMALL DEVELOPMENTS: Smaller scale developments in recent years have eroded green space, ecologically rish habitats, and changed the face of our community availer scale developments in recent years have eroded green space, ecologically nich habitats, and changed the face of our community availer scale developments in recent years have eroded green space, ecologically nich habitats, and changed the face of our community availer scale developments in recent years have eroded green space, ecologically nich habitats, and changed the face of our community availer scale developments in recent years have eroded green space, ecologically nich habitats, and changed the face of our community availer scale development and resurption developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe 				the development provides opportunities to create a new western edge to Brid offering community facilities suitable for day to-day living. In this way, the transport the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving transport leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Govern Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform Appendix 9) of which was carried out to identify the likely significant environme effects from the Deposit Plan. It also considers whether any mitigation and enhand incorporated within the Replacement LDP to ensure the avoidance of likely signifi- enhance the effectiveness of the plan. The findings of the SA indicate that the pro-
 recognise and mark both the Pheasant Field (Pen y fai Kick about area - NHCC CAT Transfer for 35 years) and Cavenish area - NHCC CAT Transfer for 35 years) and Cavenish park both sites of green spaces be recognised. Park BOTH as green leisure spaces. I request these green spaces be recognised area my identified on the Deposit Plan Proposal Map Key and the site was demarcated or school's capacity. TRAVELLEPKROMA SITE COURT COLMAN: There is a small settlement proposed in Court Colman (SP7 (1) for the traveling /Roma community to the key for which appears to be missing on the plans. The ward of Abreknfig 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 traveling /Roma community, but and 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 BCCBC to considered. SUPELOPMENTS: Smaller scale developments in recent years have eroded green space, cologically rich habitats, and changed the face of our community aw well 	1243	In relation to Penyfai: • GREEN SPACE:	Concerns relating	
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 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 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 outsied of the ards. I 1am 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 				Regarding the recognition of Pheasant Field and Cavendish Park, both sites are c
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e assessment concludes that ridgend in a self-sustaining site sport case for mobility provides te vehicle. The design of the the Mobility Strategy means travel choice, for commuting, and from a third-place such as ernment's aspirations.

m the Replacement LDP (See nental and wider sustainability ancement measures should be nificant adverse effects and to proposed development with its ficial effects.

s, it is a Welsh Government commodation Assessment the identified Gypsy and Traveller lacement LDP process and the tion. Furthermore, SP7 (1) was on page 21.

e captured in the Outdoor Sport . On this basis, no changes to

t Development Plans Manual lopment plan, underpinned by to placemaking, as defined in

priate scale of economic growth ce based judgements regarding erred Strategy Strategic Growth eriod have been analysed and s considered how the County nformed the most appropriate n appropriate plan requirement sustainable patterns of growth,

gy Options Background Paper pment of land within or on the field sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's tably Bridgend and the Valleys 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 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). ! My view is the LDP should delete small scale developments as permissible in Penyfai Village.

Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.

The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.

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.

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.

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.

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).

In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage ass development resulting in adverse effects on the historic environment to be robus general presumption in favour of the preservation or enhancement of listed buildi with a requirement for development not to result in direct adverse effects on Sch there are exceptional circumstances. These issues are grouped under 'Cultural H 14 Sustainability Objectives considered by the SA. The potential for adverse impa and is an important consideration in determining the overall sustainability and thu allocations. Any sustainability impacts would also depend on the scale of development
All Stage 2 Candidate Site Sites were considered to ascertain whether they had verse impact upon the historic environment. To facilitate this assessment, the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their impacts on the historic environment along with recommendations for mitigation. required to be mitigated by site promoters.
For Land West of Bridgend the SA identified the potential for adverse impacts due scheduled monuments and important archaeological sites. However, the require strategic site allocation to be supported by a detailed masterplan) and PLA3 (for allocation to implement specific masterplan development principles) represent address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant master included in these spatial development policies to help ensure the avoidance of like which could otherwise occur from this development proposal. Additional masterplat also included within Policy PLA3 to ensure site applies Good Design principles and approach to siting, design, construction and operation in accordance with Plat principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan.
Further to this, the site promoter commissioned EDP to undertake an Archaeologic The assessment establishes that the site does not contain any World Heritag Monuments, listed buildings, registered historic parks and gardens or historic land be a presumption in favour of their physical preservation in-situ and agains archaeological remains, the site is identified as having moderate to high pote the medieval period, particularly in its northern extremity, which is adjacent to the so Church. However, the land is a SINC and will not be developed. Policy PLA3 positively integrate with the remains of Llangewydd Church and Churchyard Sche a manner that preserves and enhances the remains as part of the wider site.
While there is a small amount of evidence for late prehistoric and Roman 1km study area, the potential for archaeology of these periods within the site is of settlement was focused elsewhere in the locality and any archaeology of this likely to relate to agriculture. Overall, the baseline data indicate that the probabilit being present is low. Any further archaeological investigation can reasonably appropriately worded planning condition appended to a planning permission.
Potential impacts upon the setting of historic assets in the locality have focused significant effects arising from changes to setting have been identified for so buildings and registered parks and gardens. In respect of the Laleston Conserva be any significant changes to its visual setting. It is acknowledged that development

ut multiple requirements for sets and for the need for any ustly justified. There is also a dings and their settings, along cheduled Monuments, unless Heritage', which is one of the bacts on Cultural Heritage was nus suitability of candidate site pment proposed.

had the potential to cause an he Council consulted with the ir views on the likely range of h. Any identified impacts were

te to the proximity of the site to rements under SP2 (for each for the proposed strategic site at forms of mitigation to help the sustainability performance erplan development principles kely significant adverse effects lan development principles are nd a Sustainable Placemaking Planning Policy Wales. These nal Deposit Plan, with SA site

ical and Heritage Assessment. age Sites, Scheduled Ancient indscapes, where there would not development. In terms of tential to contain remains from a site of the former Llangewydd 3 will require development to heduled Ancient Monument in

In activity in the surrounding deemed low. Post-medieval s period within the site is most ility of significant archaeology ly be secured through an

ed on the 1km study area. No scheduled monuments, listed vation Area, there will also not ment in the southern part of the

Site will remove a part of the agricultural landscape around Laleston which fo to the east. However, agricultural land will remain on all sides around Laleston, wh as a discrete settlement, while landscaping measures associated with the dev impression of coalescence. This is assessed as an impact of a minor order, w conservation area being retained. Policy PLA3 will require development to to maint between the site and Laleston to retain the separate identities and character preventing coalescence.
The site promoter also commissioned EDP to undertake a Landscape and Visual A of the appraisal was firstly to inform the design evolution of the scheme which ena to potential landscape and visual opportunities and constraints.
The LVA outlines that there are adverse and beneficial landscape effects resulti site. However, the embedded mitigation and the approach to design is considered over time as the proposed landscape establishes and overall the predicted unacceptable from a landscape and visual perspective in the context of the delive
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (20) assessment. The appraisal confirms that the site relates well both in landscape and settlement, and that the site represents a logical extension to Bryn design is sensitive to the site's existing characteristics. The design appraised resp site such as the Bridgend Circular Walk, the byway, the hedgerow network and v such the proposals put forward at this stage are considered to be a thoughtful a development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term man the visual amenity and landscape character of this northern part of the site. development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields curren improved by the proposals as well as maintained in the long term. The SIN for informal and natural play on site provided increased public access would function;
The site contains very few of the key characteristics listed in the published The site has a strong network of hedgerows, some which would be lost and urban form. However, the retained hedgerows and trees would be protected
 some of the character of the SLA within which the site lies would be retained. Provision of structural landscaping, a mix of native and non-native trees and the site for biosecurity, diversity of ecosystems and habitat creation as well a residents. Ares of open space would be bolstered by considered structural structural structu
 aesthetically pleasing urban development which is well integrated with the plant the settled landscape character currently experienced in the local area Retention of existing landscape features (hedgerows and trees) is a prioritias it forms a desirable strong green framework that links with the wider green
 west and south of the site; Adequate replacement planting of local species in appropriate locations to trees and hedgerows, and enhancement planting; and

forms a buffer from Bryntirion which will retain its character evelopment will mitigate any with the special interest of the ntain a strategic green corridor er of these settlements whilst

Appraisal (LVA). The purpose nabled an integrated approach

Iting from development of this ed to minimise adverse effects d effects are not considered ery of a strategic housing site.

acter and visual amenity. The nent (NLCA), LANDMAP, and 013) in addition to an on-site and visual terms to the existing yntirion provided a considered sponds sensitively to assets on vegetated site boundaries. As I and easily assimilated future

anagement. This would protect A landscape buffer would set he SINC could be used as a antly within the SINC could be INC offers a great opportunity uld not clash with its ecological

d documents on Laleston SLA. Ind the field pattern replaced by cted by landscape buffers and ned;

ad shrubs proposed throughout as the visual amenity of future uctural planting to create an proposed landscape strategy ea;

rity of the emerging proposals een infrastructure to the north,

to compensate for any loss of

The location of public open space, public footpaths and the street-alignment h and reflect local character.
Through consideration of the findings above, it is anticipated that any notable la resulting from the addition of the proposed scheme would be localised in extent an radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of r to address concerns of the site in relation to landscape and visual matters. As suc for residential development should be considered an acceptable extension to Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must inco-adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 s by EDP. The desk study has noted that within the Study Site's zone of influence the and non-statutory designated sites present, most notably Laleston Meadow the site itself.
Given the combination of designated sites, it is concluded that any future plate to consider the potential for direct and indirect impacts to arise upon qualifying feat Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such reta protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developate significant benefit to both visual and recreational amenity, conservation and be respect of the latter, the SINC provides a potential space to accommodate ecologicate enhancements and thus offset ecological impacts that may arise during the developed of the latter.
An Extended Phase 1 survey was undertaken in February 2020, supplemented by March 2020. The Phase 1 survey concluded that the site is dominated by agricultu limited botanical interest and thus of low inherent ecological value. Habitats of gree include the native hedgerows delineating the northern boundary and internal fit to woodland habitat and marshy grassland associated with Laleston Meadows SING identified several trees with low to high potential to support a bat roost whilst onsite p for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the material to locate development across those habitats of predominantly limited ecological structures and the structure of the structu

t has been designed to protect

landscape and visual effects and contained within a c.400m

has been sensitively designed of mitigation measures in order such, the promotion of this site to the existing settlement of pon its surrounding landscape

he landscape in which it sits, its must be minimised through scape and access features to ment must also not be to the corporate measures to reduce

1 survey has been undertaken here are a number of statutorily lows SINC which overlaps with

planning submission will need eatures, including the Laleston he Laleston Meadows SINC etained features will be further sign of built development away

the Study's Site boundary will lic open space and wildlife bable site this will provide a l biodiversity enhancement. In gical mitigation and biodiversity elopment of adjacent land.

by further roosting bat works in turally improved grassland of greatest ecological importance field boundaries in addition NC. The roosting bats surveys e ponds have been considered

masterplan which has sought ological value whilst retaining

boundary habitats as far as possible. Where retained, such features have been acc
informal green space and sustainable transport links, which ultimately enhances Site and contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
The report also highlights further detailed habitat and species surveys winform a planning application and ensure proposed mitigation is approprinclude a Dormouse survey, which was raised in comments received from Ni the development to retain and provide suitable buffers to habitats, particularly Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will a submit and agree ecological management plans including proposals for maintenance for retained habitats and protected species (including for bats an appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cer access to the Bridgend Circular Walk and realigned Public Right of Way. Add hectares of retained green infrastructure and new areas of public open space seven key areas of formal open space (including 0.5ha of equipped play and linkages, green streets, and explore the provision of enabling sensitive publ Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure withou allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environme addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will the Education Facilities and Residential Development SPG and a decision will be referred by Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic M required to inform such works. They have also confirmed that there are no insu- delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage str the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This ref from NRW, and in the Strategic Flood Consequence Assessment (SCFA which in site as green in its RAG assessment. As such, all proposed land uses are permi consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions There are two areas most at risk of surface water flooding. The first corresponds

ccommodated within proposed es connectivity throughout the

iternal field boundaries (albeit ize and extent to enable future t ecological constraints and tioning of built development

which are recommended to priate and proportional. These NRW. Policy PLA3 will require y hedgerows, trees (including ch includes the green space also require the developer to mitigation, enhancement and and dormouse) and provide

entral part of the site, providing dditionally, PLA3 requires 4.1 æ across the site comprising provision), informal spaces blic access to part of Laleston

been produced (See Appendix but which the development of es within the plan period could mental management, utilities in

ill be taken in accordance with made by the Local Education

ent works are required on both Modelling Assessment will be surmountable obstacles to the

strategic of which confirms that be 15 to indicate that there is eflected in comments received informs the LDP and flags the nitted without need for a flood he site (4.9%) has a low risk of s running from north to south. Is with a path of surface water

flowing down into the north western corner of the site. This area of the site is curre which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained wher within the surface water drainage strategy through the use of SUDs and green cor A revised TAN15 is due to be implemented in June 2023. This will be supported
Planning, which includes climate change information to show how this will affect flo century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pri- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the h consultation bodies were invited to provide comments in respect of those sites ide development and possible allocation in the Deposit LDP. Whilst the Council canno- of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentration number of worst-case receptors, representing existing properties where impacts a In addition, the impacts of traffic emissions from local roads on the air quality for futur development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will re all existing receptors in 2022, with or without the proposed development, and that al will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below existing receptor (representative of 6-8 homes) in 2022, with or without the propose is now considered unlikely that any new homes within the development will be occ time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen of full development traffic being on the roads in 2022 will be negligible everywhere oth where the impact under this scenario would be moderate adverse. However, bearin will be occupied before 2024, and the development is unlikely to be complete and volumes until the 2030s, this scenario is unrealistically worst-case. Applying p considered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the proposition shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the developsion significant

rrently comprised of woodland his area of surface water flood y surface water flow route that gh surface water flood risk is ere possible and incorporated prridors.

ed by the new Flood Map for flood risk extents over the next ace. A review of the new Flood therefore considered at low or

een engaging with Cwm Taf process. Early meetings were d to help facilitate alignment of e health board amongst other identified as suitable for future not ultimately control provision be maintained with Cwm Taf ng as site allocations within the

ality Assessment to assess the ons arising from the additional ons have been modelled for a s are expected to be greatest. ture residents on the proposed

remain below the objectives at all impacts for these pollutants

w the objective at all but one osed development. However, it ccupied before 2024, by which be below the objective. The n dioxide concentrations of the other than at this one receptor, ring in mind that no new homes of thus generating its full traffic professional judgement, it is nes will also be negligible in all

osed development have been tions being well below the air elopment are judged to be 'not

The proposed allocation is supported by detailed masterplanning work, including identify a realistic dwelling yield on the site's net developable area. The Transp number of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed appropriate development requirements in relation to all forms of travel. For the anumber of dwellings does not require the original proposed site boundary to be expuse of the existing net developable area. The density and mix of uses proposed support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with natidensities should be encouraged in urban centres and near major public transport in the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustail bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bo set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Act PLA3 in conjunction with Policy PLA12 should be considered essential in the del any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facil employment sites, retail areas and transport hubs, improved access to education facility colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing war allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if app measures and infrastructure are not delivered. Therefore a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport im technical notes accompanying this assessment demonstrate that the proposed le within the LDP can be accommodated within the BCBC Highway Network with suit
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and comm will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land V considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit- prioritises walking, cycling and public transport use, whilst reducing private moto designed, safe walking and cycling routes must be incorporated throughout th

ng an illustrative block plan to sport Assessment reflects the ransport issues relating to the sment, what measures will be d Policy PLA3 prescribes the avoidance of any doubt, this xpanded, rather more efficient d is considered appropriate to cal mass of people to support ational planning policy, higher nodes or interchanges. Given he proximity to Bridgend Town tainable communities, further

Borough achieve the principles nd expanding upon the current tive travel has been key during ctive Routes detailed in Policy elivery of any strategic site or stainable and healthy lifestyle.

cilities including town centres, facilities such as schools and twork in the County Borough. walking connections which will

to travel and promote the use ill likely result in greater travel opropriate mitigating transport ssessment (See Appendix 36) de and inform the process of mpact of these proposals. The level of development detailed uitable mitigation.

ure that development must be ndency on the private car and munity facilities. Development vel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellthe site to foster community

			orientated, healthy walkable neighbourhoods. There will be a clear emphasis on p cycling linkages along the A473, with Bryntirion Comprehensive School and Bridg the bus station and train station). New connections will be provided to accord wit the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR- Policy PLA3 will require on-site highway improvements to ensure the principal achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the exit the southern side of the A473.
			The site promoter's Transport Assessment confirms that the traffic effect of 850 the order of 269 and 243two-way movements in the AM and PM peak hours in considered worst case as attitudinal change towards travel progresses. This quare over 4vehicles per minute two-way, diluted across the local highway network. The the development provides opportunities to create a new western edge to Brid offering community facilities suitable for day to-day living. In this way, the transport the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with t there is a major benefit for existing and new residents, significantly improving the leisure and social journeys and hence social inclusion. Working from home ar a non-site Workhub will be encouraged from the outset, in line with Welsh Govern
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform Appendix 9) of which was carried out to identify the likely significant environme effects from the Deposit Plan. It also considers whether any mitigation and enhan- incorporated within the Replacement LDP to ensure the avoidance of likely signifi- enhance the effectiveness of the plan. The findings of the SA indicate that the pr proposed range of land uses will likely produce a wide range of significant benefic
435	4. 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 one) states it will not do. Additionally such developments often fail to make a full case	to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	Comments noted. The Deposit Plan has been underpinned by the identification of economic growth and housing provision, all of which have been based upon w judgements regarding need, demand and supply factors (See Appendix 42 – Ba Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Ba considered how the County Borough's demographic situation is likely to change fit the most appropriate response for the Replacement LDP. As such the Replappropriate plan requirement to enable a balanced level of housing and employme sustainable patterns of growth, support existing settlements and maximise viable
	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 Pen Y Fai, but fails to identify places /candidate sites and therefore we do not feel it is a complete or sufficient consultation document for Pen Y Fai area. Residents wish it to be noted that they are opposed to 'small scale' developments and wish this to be removed from the plan. Permitted		The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developed periphery of sustainable urban areas, primarily on previously developed brownfier on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield developments accords with the site-search sequence outlined in Planning Policy V developmental pressure on Best and Most Versatile (BMV) agricultural land. Howe success in delivering development on brownfield land in other settlements (notal Gateway), there are limited further brownfield regeneration opportunities remarked eliverable sites (including some greenfield sites) are therefore required to imple housing in high need areas and ensure the County Borough's future housing required to the set of t

a providing safe pedestrian and idgend Town Centre (including with the proposed routes within R-127 and 2120.

al point of vehicular access is the junction will accommodate existing active route BRC9b on

0 dwellings is forecast to be in s respectively, although this is uantum of trips equates to just e assessment concludes that ridgend in a self-sustaining site sport case for mobility provides te vehicle. The design of the the Mobility Strategy means travel choice, for commuting, and from a third-place such as ernment's aspirations.

m the Replacement LDP (See nental and wider sustainability ancement measures should be nificant adverse effects and to proposed development with its ficial effects.

a of the most appropriate scale well informed, evidence based Background Paper 2: Preferred hole Replacement LDP period Background Paper. This has a from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve e affordable housing delivery.

gy Options Background Paper pment of land within or on the field sites. It continues to focus isting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's tably Bridgend and the Valleys naining. Additional viable and lement SP1, deliver affordable quirements can be realised.

householder developments would be	
acceptable. Further, housing	The Replacement LDP apportions sustainable growth towards settlements that alre
developments are not required in our	services, facilities and employment opportunities and are most conducive to
village. Experience has shown where small	development. As such, a Settlement Assessment has been undertaken (See A
developments have been built previously	sustainable settlement hierarchy. Based upon the consideration of a compret
(and most recently) Colman Vale, it has not	sustainable growth will be appropriately directed towards the Main Settlements of B
added any positive social or economic value	with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
or impact or benefit to the community	
whatsoever. In fact, it has put more	The plan preparation has involved the assessment of 171 sites. Each candidate site
pressure on our village roads, created more	the criteria in the Candidate Site Assessment Methodology which was previously co
environmental disruption, huge	13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess
inconvenience to residents and damage to	based on any specific issues they raised in terms of their deliverability, general
householders property and grass verges	uses, existing use(s), accessibility, physical character, environmental constrain
that have been carefully planted up by	promoters were asked to prepare and submit a number of technical supporting stud
NHCC over the years. It has created further	deliverability, sustainability and suitability. Proceeding this detailed assessment
unnecessary pressure on the infrastructure	appropriate were included for allocation in the Deposit Plan. As such, candidate site
in terms of the local school and health care	was considered appropriate for allocation.
services. There are still no safe routes to	
schools and there is no safe walking route	As part of the proposed allocation of Land West of Bridgend, development will
to the 'economically regenerated' sites such	requirements including masterplan development principles and placemaking prir
as Bridgend Town Centre from the village	PLA3 – Page 71). The provision of new residential dwellings, including affordable
community - it would not be sustainable	alongside a new one and a half form entry Primary School, recreation facilitie
development. Residents wish the LDP to	appropriate community facilities all set within distinct character areas.
delete small scale developments as	
permissible in Pen Y Fai Village.	Policy PLA3 will ensure development positively integrate the remains of Llangewy
	Scheduled Ancient Monument in a manner that preserves and enhances the remain
	Development must also incorporate the Laleston Trail within the central part of the
	Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclo
	hedgerow corridor will be retained as the Y Berth cross link. In terms of active trave
	site and off-site measures to provide good quality, attractive, legible, safe and acce
	linkages in accordance with Active Travel design. Improved linkages must be pro
	Bryntirion Comprehensive School and Bridgend Town Centre (including the bus sta
	connections will be provided to accord with the proposed routes within the Council
	BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to as
	and significant environmental effects of all substantive component within the F
	allocations, etc.) and any identified reasonable alternatives. This builds directly u
	including an SA Scoping Report (2018) and an Interim SA Scoping Report (201
	Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates
	SEA, process has informed the development of the Deposit Plan, including the inc
	changes within the document. As a result, the SA Report concludes that there i
	sustainability issues in Deposit Plan, with plan components performing well agains
	identifies strong compatibility between the LDP Vision/Objectives and the SA
	significant adverse effects (taking account of mitigation in all its forms).
	In accordance with statutory requirements, Planning Policy Wales sets out
	development to avoid direct adverse effects on nationally important heritage asse
	development resulting in adverse effects on the historic environment to be robus
	general presumption in favour of the preservation or enhancement of listed building

already benefit from significant to enabling transit orientated Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

ite has been assessed against consulted upon (See Appendix essment, sites were examined al location, neighbouring land raints and opportunities. Site udies to demonstrate the site's ent, only those sites deemed site 308.C1 Bridgend (West of)

will be subject to site-specific principles (See Deposit Policy ble units, will be incorporated ties, public open space, plus

wydd Church and Churchyard nains as part of the wider site. he site, providing access to the closed byway with the existing avel, Policy PLA3 requires onccessible pedestrian and cycle provided along the A473, with station and train station). New cil's ATNM: INM-BR-52, INM-

Assess the likely sustainability Plan (strategy, policies, site y upon previous SA reporting 2019) which accompanied the tes how the SA, incorporating ncorporation of recommended te is good coverage of all key inst the SA Framework. It also the SA Framework, plus no likely

ut multiple requirements for sets and for the need for any ustly justified. There is also a dings and their settings, along

with a requirement for development not to result in direct adverse effects on Scl
there are exceptional circumstances. These issues are grouped under 'Cultural H 14 Sustainability Objectives considered by the SA. The potential for adverse impa and is an important consideration in determining the overall sustainability and thu allocations. Any sustainability impacts would also depend on the scale of developr
All Stage 2 Candidate Site Sites were considered to ascertain whether they had adverse impact upon the historic environment. To facilitate this assessment, the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their impacts on the historic environment along with recommendations for mitigation. required to be mitigated by site promoters.
For Land West of Bridgend the SA identified the potential for adverse impacts due scheduled monuments and important archaeological sites. However, the require strategic site allocation to be supported by a detailed masterplan) and PLA3 (fo allocation to implement specific masterplan development principles) represent address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant master included in these spatial development policies to help ensure the avoidance of like which could otherwise occur from this development proposal. Additional masterpla also included within Policy PLA3 to ensure site applies Good Design principles and approach to siting, design, construction and operation in accordance with Pla principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan.
Further to this, the site promoter commissioned EDP to undertake an Archaeologic The assessment establishes that the site does not contain any World Heritag Monuments, listed buildings, registered historic parks and gardens or historic land be a presumption in favour of their physical preservation in-situ and agains archaeological remains, the site is identified as having moderate to high pote the medieval period, particularly in its northern extremity, which is adjacent to the s Church. However, the land is a SINC and will not be developed. Policy PLA3 positively integrate with the remains of Llangewydd Church and Churchyard Sche a manner that preserves and enhances the remains as part of the wider site.
While there is a small amount of evidence for late prehistoric and Roman 1km study area, the potential for archaeology of these periods within the site is d settlement was focused elsewhere in the locality and any archaeology of this likely to relate to agriculture. Overall, the baseline data indicate that the probabili being present is low. Any further archaeological investigation can reasonably appropriately worded planning condition appended to a planning permission.
Potential impacts upon the setting of historic assets in the locality have focused significant effects arising from changes to setting have been identified for so buildings and registered parks and gardens. In respect of the Laleston Conserva be any significant changes to its visual setting. It is acknowledged that developme Site will remove a part of the agricultural landscape around Laleston which for to the east. However, agricultural land will remain on all sides around Laleston, wh as a discrete settlement, while landscaping measures associated with the dev impression of coalescence. This is assessed as an impact of a minor order, w

cheduled Monuments, unless Heritage', which is one of the bacts on Cultural Heritage was hus suitability of candidate site pment proposed.

had the potential to cause an he Council consulted with the fir views on the likely range of h. Any identified impacts were

te to the proximity of the site to rements under SP2 (for each for the proposed strategic site at forms of mitigation to help the sustainability performance erplan development principles kely significant adverse effects lan development principles are nd a Sustainable Placemaking Planning Policy Wales. These nal Deposit Plan, with SA site

ical and Heritage Assessment. age Sites, Scheduled Ancient indscapes, where there would not development. In terms of tential to contain remains from e site of the former Llangewydd 3 will require development to heduled Ancient Monument in

In activity in the surrounding deemed low. Post-medieval s period within the site is most ility of significant archaeology ly be secured through an

ed on the 1km study area. No scheduled monuments, listed vation Area, there will also not nent in the southern part of the forms a buffer from Bryntirion which will retain its character evelopment will mitigate any with the special interest of the

conservation area being retained. Policy PLA3 will require development to to maint between the site and Laleston to retain the separate identities and character preventing coalescence.
The site promoter also commissioned EDP to undertake a Landscape and Visual A of the appraisal was firstly to inform the design evolution of the scheme which ena to potential landscape and visual opportunities and constraints.
The LVA outlines that there are adverse and beneficial landscape effects resulti site. However, the embedded mitigation and the approach to design is considered over time as the proposed landscape establishes and overall the predicted unacceptable from a landscape and visual perspective in the context of the deliver
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (20° assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Bryr design is sensitive to the site's existing characteristics. The design appraised resp site such as the Bridgend Circular Walk, the byway, the hedgerow network and version to the proposals put forward at this stage are considered to be a thoughtful a development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term man the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields current improved by the proposals as well as maintained in the long term. The SIN for informal and natural play on site provided increased public access would function;
 The site contains very few of the key characteristics listed in the published of The site has a strong network of hedgerows, some which would be lost and urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained Provision of structural landscaping, a mix of native and non-native trees and the site for biosecurity, diversity of ecosystems and habitat creation as well a residents. Ares of open space would be bolstered by considered structured
 aesthetically pleasing urban development which is well integrated with the p and the settled landscape character currently experienced in the local area Retention of existing landscape features (hedgerows and trees) is a priorit as it forms a desirable strong green framework that links with the wider gree worst and south of the site:
 west and south of the site; Adequate replacement planting of local species in appropriate locations to trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment and reflect local character.

ntain a strategic green corridor of these settlements whilst

Appraisal (LVA). The purpose nabled an integrated approach

Iting from development of this ed to minimise adverse effects d effects are not considered very of a strategic housing site.

acter and visual amenity. The nent (NLCA), LANDMAP, and 013) in addition to an on-site and visual terms to the existing yntirion provided a considered sponds sensitively to assets on vegetated site boundaries. As and easily assimilated future

anagement. This would protect A landscape buffer would set he SINC could be used as a antly within the SINC could be INC offers a great opportunity uld not clash with its ecological

d documents on Laleston SLA. Ind the field pattern replaced by cted by landscape buffers and med;

as the visual amenity of future uctural planting to create an proposed landscape strategy a;

rity of the emerging proposals een infrastructure to the north,

to compensate for any loss of

t has been designed to protect

Through consideration of the findings above, it is anticipated that any notable la resulting from the addition of the proposed scheme would be localised in extent an radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of to address concerns of the site in relation to landscape and visual matters. As suc for residential development should be considered an acceptable extension to Bryntirion which would not cause significant or wide-ranging adverse effects upo context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must inco-adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 s by EDP. The desk study has noted that within the Study Site's zone of influence the and non-statutory designated sites present, most notably Laleston Meadow the site itself.
Given the combination of designated sites, it is concluded that any future pl to consider the potential for direct and indirect impacts to arise upon qualifying fea Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such reta protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developal significant benefit to both visual and recreational amenity, conservation and be respect of the latter, the SINC provides a potential space to accommodate ecologic enhancements and thus offset ecological impacts that may arise during the develop
An Extended Phase 1 survey was undertaken in February 2020, supplemented by March 2020. The Phase 1 survey concluded that the site is dominated by agricultur limited botanical interest and thus of low inherent ecological value. Habitats of gra- include the native hedgerows delineating the northern boundary and internal fit to woodland habitat and marshy grassland associated with Laleston Meadows SIN identified several trees with low to high potential to support a bat roost whilst onsite p for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the material to locate development across those habitats of predominantly limited ecol boundary habitats as far as possible. Where retained, such features have been acc informal green space and sustainable transport links, which ultimately enhances Site and contributes to the wider green infrastructure resource.

landscape and visual effects and contained within a c.400m

has been sensitively designed of mitigation measures in order such, the promotion of this site to the existing settlement of pon its surrounding landscape

he landscape in which it sits, ts must be minimised through cape and access features to ment must also not be to the corporate measures to reduce

1 survey has been undertaken here are a number of statutorily bws SINC which overlaps with

planning submission will need eatures, including the Laleston the Laleston Meadows SINC etained features will be further sign of built development away

the Study's Site boundary will lic open space and wildlife bable site this will provide a l biodiversity enhancement. In lical mitigation and biodiversity elopment of adjacent land.

by further roosting bat works in turally improved grassland of greatest ecological importance field boundaries in addition NC. The roosting bats surveys e ponds have been considered

masterplan which has sought cological value whilst retaining ccommodated within proposed as connectivity throughout the

Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
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With regards to education and comprehensive school provision, a contribution will the Education Facilities and Residential Development SPG and a decision will be n Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic M required to inform such works. They have also confirmed that there are no insur- delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage stratistic strates is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reference of NRW, and in the Strategic Flood Consequence Assessment (SCFA which in site as green in its RAG assessment. As such, all proposed land uses are permite consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions in There are two areas most at risk of surface water flooding. The first corresponds flowing down into the north western corner of the site. This area of the site is curred which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key second area is a key second area is a key second area.

ternal field boundaries (albeit ize and extent to enable future t ecological constraints and tioning of built development

which are recommended to priate and proportional. These NRW. Policy PLA3 will require y hedgerows, trees (including ch includes the green space also require the developer to mitigation, enhancement and and dormouse) and provide

entral part of the site, providing dditionally, PLA3 requires 4.1 a across the site comprising provision), informal spaces blic access to part of Laleston

been produced (See Appendix but which the development of ses within the plan period could bental management, utilities in

ill be taken in accordance with made by the Local Education

ent works are required on both Modelling Assessment will be surmountable obstacles to the

trategic of which confirms that be 15 to indicate that there is eflected in comments received informs the LDP and flags the nitted without need for a flood he site (4.9%) has a low risk of s running from north to south. Is with a path of surface water rrently comprised of woodland his area of surface water flood y surface water flow route that

runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained wher within the surface water drainage strategy through the use of SUDs and green cor
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect flo century. It shows the potential extent of flooding assuming no defences are in plac Map for Planning shows the site to be located outside of any flood zone and is th no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pri- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the H consultation bodies were invited to provide comments in respect of those sites ide development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentration number of worst-case receptors, representing existing properties where impacts a In addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will re all existing receptors in 2022, with or without the proposed development, and that a will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below existing receptor (representative of 6-8 homes) in 2022, with or without the propose is now considered unlikely that any new homes within the development will be occ time it would be reasonable to expect concentrations at these 8 homes to b assessment has demonstrated that the impacts in terms of annual mean nitrogen of full development traffic being on the roads in 2022 will be negligible everywhere oth where the impact under this scenario would be moderate adverse. However, bearin will be occupied before 2024, and the development is unlikely to be complete and volumes until the 2030s, this scenario is unrealistically worst-case. Applying p considered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the proposition shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the developsion significant
The proposed allocation is supported by detailed masterplanning work, including identify a realistic dwelling yield on the site's net developable area. The Transp

gh surface water flood risk is ere possible and incorporated prridors.

ted by the new Flood Map for flood risk extents over the next ace. A review of the new Flood therefore considered at low or

een engaging with Cwm Taf process. Early meetings were to help facilitate alignment of health board amongst other dentified as suitable for future not ultimately control provision be maintained with Cwm Taf ag as site allocations within the

ality Assessment to assess the ons arising from the additional ons have been modelled for a s are expected to be greatest. ture residents on the proposed

remain below the objectives at all impacts for these pollutants

w the objective at all but one osed development. However, it ccupied before 2024, by which be below the objective. The n dioxide concentrations of the other than at this one receptor, ring in mind that no new homes d thus generating its full traffic professional judgement, it is nes will also be negligible in all

osed development have been tions being well below the air elopment are judged to be 'not

ng an illustrative block plan to sport Assessment reflects the

number of dwellings the site is expected to deliver. This identifies the various tra proposed development, and, in combination with the Strategic Transport Assesser taken to deal with the anticipated transport impacts of the scheme. Proposed appropriate development requirements in relation to all forms of travel. For the a number of dwellings does not require the original proposed site boundary to be exp use of the existing net developable area. The density and mix of uses proposed support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nation densities should be encouraged in urban centres and near major public transport in the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustal bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bo set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of activ the master planning of strategic sites in the County Borough. Reference to the Act PLA3 in conjunction with Policy PLA12 should be considered essential in the del any proposal, ensuring that development is contributing to the promotion of a sust
The Active Travel Network Maps aim to improve access to key services and facil employment sites, retail areas and transport hubs, improved access to education face colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing way allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if app measures and infrastructure are not delivered. Therefore a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport im technical notes accompanying this assessment demonstrate that the proposed le within the LDP can be accommodated within the BCBC Highway Network with suit
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensur located and designed in a way that minimises the need to travel, reduces depend enables sustainable access to employment, education, local services and comm will be required to deliver, or contribute towards the provision of, active trave measures, road infrastructure, and other transport measures, in accordance with t Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land V considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit- prioritises walking, cycling and public transport use, whilst reducing private moto designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on p cycling linkages along the A473, with Bryntirion Comprehensive School and Bridge

ransport issues relating to the sment, what measures will be d Policy PLA3 prescribes the avoidance of any doubt, this xpanded, rather more efficient d is considered appropriate to cal mass of people to support ational planning policy, higher nodes or interchanges. Given he proximity to Bridgend Town tainable communities, further

Borough achieve the principles nd expanding upon the current tive travel has been key during ctive Routes detailed in Policy elivery of any strategic site or stainable and healthy lifestyle.

cilities including town centres, facilities such as schools and etwork in the County Borough. walking connections which will

to travel and promote the use ill likely result in greater travel opropriate mitigating transport ssessment (See Appendix 36) de and inform the process of mpact of these proposals. The level of development detailed uitable mitigation.

ure that development must be ndency on the private car and munity facilities. Development ivel scheme, public transport the Bridgend Local Transport

I West of Bridgend, which are inclusive developments and t-orientated development that tor vehicle dependency. Wellthe site to foster community providing safe pedestrian and dgend Town Centre (including

147	All developers need to make a contribution (both financial and/or structural) to community facilities and infrastructure and not just build houses and rake off the profit. There also needs to be strict enforcement of any Section 106 agreements with time limits on completion before houses are fully occupied.	developers need to provide infrastructure	the bus station and train station). New connections will be provided to accord wit the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR- Policy PLA3 will require on-site highway improvements to ensure the principal achieved from a new signalised junction with the A473 at the southern boundary; th a new-shared use crossing to connect the internal cycleway/footway with the exit the southern side of the A473. The site promoter's Transport Assessment confirms that the traffic effect of 850 of the order of 269 and 243two-way movements in the AM and PM peak hours or considered worst case as attitudinal change towards travel progresses. This qua over 4vehicles per minute two-way, diluted across the local highway network. The the development provides opportunities to create a new western edge to Brid offering community facilities suitable for day to-day living. In this way, the transpot the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving tr leisure and social journeys and hence social inclusion. Working from home ar a non-site Workhub will be encouraged from the outset, in line with Welsh Govern Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform Appendix 9) of which was carried out to identify the likely significant environme effects from the Deposit Plan. It also considers whether any mitigation and enhan incorporated within the Replacement LDP to ensure the avoidance of likely signi enhance the effectiveness of the plan. The findings of the SA indicate that the de for the anticipated quantum of proposed housing/employment uses within the be Such infrastructure Delivery Plan (IDP) has been produced (See Appendix 37) to sr IDP provides a single schedule of all necessary infrastructure without which the de for the anticipated quantum of proposed housing/employment uses within the pla Such
107	The active, health cohesive and social communities policies of the Deposit Replacement LDP do not take into account the impact on neighbouring communities in the Vale of Glamorgan	concern over impact on Vale of	Comments noted. The Vale of Glamorgan Council have been consulted at all stag

vith the proposed routes within R-127 and 2120.

al point of vehicular access is the junction will accommodate existing active route BRC9b on

0 dwellings is forecast to be in s respectively, although this is uantum of trips equates to just is assessment concludes that ridgend in a self-sustaining site sport case for mobility provides te vehicle. The design of the the Mobility Strategy means travel choice, for commuting, and from a third-place such as ernment's aspirations.

rm the Replacement LDP (See nental and wider sustainability ancement measures should be nificant adverse effects and to proposed development with its ficial effects.

support the Deposit LDP. The development of allocated sites plan period could not proceed. gement, utilities in additional to

equirements for the mixed-use owth Areas. Such requirements ddress the identified key issues s will be facilitated through the and active travel provision.

e sustainable communities that ng infrastructure and/or provide school capacity issues across gh in scale to support provision

tages of the Replacement LDP

1020	Utter rubbish. You are simply cramming houses in to serve Cardiff.	No changes – concern over out commuting	Comments noted.
121	Members of Coychurch Higher Community Council feel strongly that the village of Heol Y Cyw has been forgotten and there is little on offer to enhance the quality of life for the residents. There is no school, no shop and an infrequent bus service yet increased housing. There are no cycle paths and no pavements outside the village of Heol y Cyw, which means having to walk on the main road which is extremely dangerous, not least due to the speed limit on the common roads. CHCC has expressed an interest in an Active Travel Route so hope this is something that will be considered as a matter of priority.	No changes – concern over lack of facilities in Heol Y Cyw	Comments noted. One of the specific objectives of the Deposit LDP is to "Promote accessibility for a hierarchy (set out in PPW) that prioritises walking and cycling (active travel), the motor vehicles. New development should be located and designed in accordance we the use of sustainable transport, reduce related airborne pollution, reduce the new dependency on private vehicles." (See Appendix 1 – Deposit LDP, page 35, OBJ 2 Policy PLA12 supports new developments that incorporate well-designed safe feat accessible to all people to walk and cycle for everyday journeys, reducing existing the private car. The Replacement LDP aims to reduce private car reliance and help the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim upon the current active travel routes as identified in the Existing Route Maps. The Travel Network Maps to identify the walking and cycling routes required to create walking and cycling to access work, education, services and facilities. The Active Bord
1485	Allotment Provision The draft LDP says very little about any new allocations of land for allotments within BCBC; and the Bridgend Town area in particular. In a letter on the subject from the Planning Policy Team dated 2 nd March 2021 (attached), mention was made of a full Allotment Audit being undertaken in respect of the LDP update. I have not seen any such Audit results, so perhaps it has not been completed yet. Bridgend Town Council (BTC) has 125 allotment plots over five sites and that level is already deficient by some 40 plots given the national averages; and with 'masterplan' proposals for up to 720 new dwelling units over the next 10 years for the Town Centre area (above shops / empty shop conversions etc.,); the Bryn Castell and Sunnyside housing developments; plus proposed new developments just outside BTC boundaries; and the current BTC waiting list of around 60 applications, the situation of enough provision is already	No changes – concern over allotment and wetlands provision	The provision of allotments is recognised by the Replacement LDP as a crucial connetwork of green infrastructure throughout the County Borough. When appropria managed, green infrastructure has the potential to deliver a wider range of benefic considering the multiple functions that green infrastructure can provide simultareduce costs for individuals, businesses and public bodies, whilst enhancing the residents, workers and visitors to Bridgend. The Council has undertaken a Green Infrastructure Assessment (See Appendix planning and delivery of green infrastructure throughout the County Borough. The findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Play Borough, whilst also adopting a holistic approach to include other green infrastructure forms an integral and significant part of development and wide Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensure that individual green assets and integrated into any new development. In terms of the Strategic Development etail the site-specific requirements that each of these sites must deliver. Such r sites retain and provide suitable buffers to habitats, particularly hedgerows, tred Semi-Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 sets a benchm of allotment space per 1,000 population. This is based on the 'Growing in the Comby the National Society of Allotments and Leisure Gardeners (NSALG). Promoter proposals will need to demonstrate compliance with Policy COM10 through infrastructure strategy which will facilitate the provision of additional allotment proves and subtrate compliance with Policy COM10 through infrastructure strategy which will facilitate the provision of additional allotment proves and subtrate compliance with Policy COM10 through infrastructure strategy which will facilitate the provision of additional allotment proposals will need to demonstrate complianc

r all by supporting the transport nen public transport and finally e with this hierarchy to prioritise need to travel and reduce the SJ 2f).

eatures and facilities that will be ing heavy reliance placed upon elp the County Borough achieve im of improving and expanding ne Council has produced Active ate fully integrated networks for ve Travel Network Maps set out orough over the next 15 years.

component of the delivery of a briately planned, designed and efits for people and wildlife. By iltaneously, it can significantly the quality of life and health of

lix 23) to guide and shape the ne assessment summarises the laying Space within the County nfrastructure assets, such as rovide a mechanism to ensure ider infrastructure proposals.

maintain, protect and enhance are retained wherever possible ent Sites, Policies PLA1-PLA5 n requirements will ensure that rees (including Ancient and/or door recreation facilities will be ion Facilities and New Housing

hmark standard of 0.2 hectares ommunity' document published ters of residential development h the submission of a green t plots in appropriate locations

	inadequate for the BTC area and needs urgent attention and solution.		
	Apart from any land within the BTC area that BCBC may have identified, I contend the following areas of land could be looked at, notwithstanding their current uses / underuse whichever is relevant.		
	 a) Wildmill Adventure Park off Quarella Road b) Unused land at Trews Field Estate off Tondu Road c) Open land off Ewenny Road (B4265) 		
	between Heronston Hotel and Ewenny River Bridge d) Open land off Heronston Lane from B4265 junction back towards Heronston		
	 Homes Complex e) Open land off New Inn Road f) Remaining tract of former railway line from Waunscil Avenue towards Coity Road Sidings to link up with existing allotments g) Open land alongside Penybont Primary School off Minerva St. h) Unused land alongside Play Area off Fairfield Road 		
	Wetlands Provision		
	With conservation at the top of the green agenda, the new LDP MUST address the question of creating more wetlands wherever possible on open land and within larger new developments of all kinds.		
71	economic growth , but will people still need to travel to get jobs?	Concerns regarding employment	On the balance of evidence discussed in this Economic Evidence Base and supplies clear that the Mid-Growth Option would facilitate delivery of sustainable levels achieves an equilibrium between new homes and employment provision, infrastructure requirements. Allocation of 71.7 hectares of employment land accommodate up to 500 new jobs per annum and reduce the need for per employment opportunities.

upporting Background Paper 7, it vels of economic growth that best on, balanced against other key and will provide the flexibility to people to travel elsewhere for

	Title: Do you have any comments to make on the employment strategy?				
ID	Comment	Summary of	Council response		
		changes being			
47		sought/proposed			
47	Para one: "A key goal of the Deposit Replacement LDP is to deliver forms of		Comments noted. The Spatial Strategy (See Appendix 43 – Background Paper 3 of land within or on the periphery of sustainable urban areas, primarily on previousl		
	growth that will attract and retain	Allocation PLA1:	It continues to focus on the delivery of the brownfield regeneration allocations ic		
	economically active households within the	Porthcawl	hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regener		
	county borough. A sustained and enhanced	Waterfront /	designation as Regeneration Growth Areas. The ongoing commitment to brownfie		
	labour force, comprising skilled, established	proposed	within these settlements accords with the site-search sequence outlined in Plannir		
	households, will ensure that Bridgend	foodstore	minimise developmental pressure on Best and Most Versatile (BMV) agricultural la		
	County Borough continues to be a desirable		······································		
	prospect for employers to move into or		As such, Porthcawl is defined as an area of growth – but which can predominately		
	expand within, thereby stimulating		settlement boundary. A more flexible approach to defining the settlement boundary		
	economic growth and enhancing		mean the inclusion of greenfield sites that could be 'cherry-picked' by developers		
	employment opportunities for local people".		of the brownfield regeneration site that is crucial for the success of the plan (Se		
	The selection of Salt Lake and Sandy Bay		Boundary Review).		
	as development sites and discarding others				
	on the outskirts of Porthcawl only serves to		In terms of employment, the imbalance and shortage of employment land in		
	re-enforce BCBC strategy for Porthcawl to		compared with other settlements within the County Borough, although it is likely that		
	become a dormitory town. In terms of		in the town will continue to be provided through planned growth in the commercial		
	'creating employment' the Salt Lake and				
	Sandy Bay proposals for employment				
	creation are just not identified. Aldi will				
	create circa 40 new jobs. Let's say another				
	40 through new kiosks and shops on Salt				
	Lake. The fairground going will mean a loss of circa 50 jobs albeit seasonal plus about				
	20 independent business stall holders				
	because the PFSL has been given				
	exclusive rights over new kiosks etc on				
	Sandy Bay. I am sure some young				
	entrepreneur will find a way to get a foothole				
	somewhere but even so the net job creation				
	emanating from a circa £300m development				
	is potentially a minus figure.				
480	What is the current utilisation of industrial	Just providing unit	Comments noted. The Deposit Plan has been underpinned by the identification of		
	units ? just providing unit spaces doesn't on	spaces doesn't on	of economic growth and housing provision, all of which have been based upon we		
	its own attract new business, how does the	its own attract new	judgements regarding need, demand and supply factors (See Appendix 42 - Ba		
	council intend to fill these new spaces.	business, how	Strategy Strategic Growth Options). A range of growth scenarios across the who		
		does the council	have been analysed and discussed within the Strategic Growth Options Backgroun		
		intend to fill these	how the County Borough's demographic situation is likely to change from 2018-		
		new spaces	appropriate response for the Replacement LDP. As such the Replacement LDP i		
			requirement to enable a balanced level of housing and employment provision		
			patterns of growth.		
			Over 30% of the County Borough's population is projected to be aged 60+ by 203		
			growth across this age group, there is likely to be a broad reduction in local econo		
			does not facilitate sustainable levels of economic growth to offset this phenome		
			therefore seeks to deliver sustainable forms of growth that will attract and retain eco		

r 3) prioritises the development usly developed brownfield sites. identified in the existing LDP, heration priorities through their field development opportunities ning Policy Wales and seeks to al land.

ely be served within the existing any around this settlement would ers and undermine the delivery See Appendix 38 - Settlement

in Porthcawl is acknowledged that the majority of employment ial, leisure and tourism sectors.

n of the most appropriate scale well informed, evidence based Background Paper 2: Preferred hole Replacement LDP period und Paper. This has considered 8-2033 and informed the most P identifies an appropriate plan n that will achieve sustainable

033. With absolute and relative pnomic activity rates if the Plan nenon. The Replacement LDP economically active households

			within the County Borough. As justified within the Strategic Growth Optic Regeneration and Sustainable Growth Strategy is largely driven by households This growth is projected to support an increase in people in workplace based emp to be accommodated through provision of up to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium bet skilled labour force and job opportunities in order to stimulate the local to regional e Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Append labour force boost alongside other employment trends including past take up of based economic forecasts. The resulting evidence base has informed the scale a need and the land best suited to meet that need over the plan period in the cont and Technical Advice Note 23, justified further in the Employment Background Pa
520	Apart from traffic wardens, shop assistants and temporary building jobs, there will be little benefit to job-seekers.	Apart from traffic wardens, shop assistants and temporary building jobs, there will be little benefit to job- seekers	Comments noted. The Deposit Plan has been underpinned by the identification of economic growth and housing provision, all of which have been based upon wijudgements regarding need, demand and supply factors (See Appendix 42 – Ba Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Backgroun how the County Borough's demographic situation is likely to change from 2018-appropriate response for the Replacement LDP. As such the Replacement LDP requirement to enable a balanced level of housing and employment provision patterns of growth.
			Over 30% of the County Borough's population is projected to be aged 60+ by 203 growth across this age group, there is likely to be a broad reduction in local econdoes not facilitate sustainable levels of economic growth to offset this phenome therefore seeks to deliver sustainable forms of growth that will attract and retain econd within the County Borough. As justified within the Strategic Growth Optic Regeneration and Sustainable Growth Strategy is largely driven by households This growth is projected to support an increase in people in workplace based emptor be accommodated through provision of up to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium bet skilled labour force and job opportunities in order to stimulate the local to regional e Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Append labour force boost alongside other employment trends including past take up of based economic forecasts. The resulting evidence base has informed the scale at need and the land best suited to meet that need over the plan period in the conta and Technical Advice Note 23, justified further in the Employment Background Pater Policy ENT1 supports SP11 by allocating new employment land for development
			by safeguarding the employment function of existing business and employment s of different sites to come forward.
573	The area west of Bridgend town has received approximately 3000 extra houses since the year 2000. This is a disproportionate amount of new housing in one concentrated area of the county, with little or no new employment investment in the same area.	Disproportionate amount of new housing in one concentrated area of the county, with little or no new employment	Comments noted. The Deposit Plan has been underpinned by the identification of economic growth and housing provision, all of which have been based upon w judgements regarding need, demand and supply factors (See Appendix 42 – Ba Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Backgroun how the County Borough's demographic situation is likely to change from 2018-appropriate response for the Replacement LDP. As such the Replacement LDP is

tions Background Paper, the ds within the 35-44 age group. aployment over the Plan period,

etween new homes, a growing leconomy. The 2019 Economic dix 15) analysed this projected of employment land and sector and distribution of employment ntext of Planning Policy Wales Paper, and set out in SP11. In of the most appropriate scale well informed, evidence based Background Paper 2: Preferred whole Replacement LDP period and Paper. This has considered 8-2033 and informed the most P identifies an appropriate plan in that will achieve sustainable

033. With absolute and relative phomic activity rates if the Plan nenon. The Replacement LDP economically active households tions Background Paper, the ds within the 35-44 age group. aployment over the Plan period,

etween new homes, a growing l economy. The 2019 Economic adix 15) analysed this projected of employment land and sector and distribution of employment ntext of Planning Policy Wales Paper, and set out in SP11.

nt. Policy ENT2 supports SP11 sites. This will enable a range

n of the most appropriate scale well informed, evidence based Background Paper 2: Preferred whole Replacement LDP period and Paper. This has considered 8-2033 and informed the most P identifies an appropriate plan

		investment in the same area	requirement to enable a balanced level of housing and employment provision to patterns of growth.
			Over 30% of the County Borough's population is projected to be aged 60+ by 203 growth across this age group, there is likely to be a broad reduction in local econ- does not facilitate sustainable levels of economic growth to offset this phenome therefore seeks to deliver sustainable forms of growth that will attract and retain eco- within the County Borough. As justified within the Strategic Growth Optio Regeneration and Sustainable Growth Strategy is largely driven by households This growth is projected to support an increase in people in workplace based emplit to be accommodated through provision of up to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium bet skilled labour force and job opportunities in order to stimulate the local to regional e Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendi labour force boost alongside other employment trends including past take up of based economic forecasts. The resulting evidence base has informed the scale ar need and the land best suited to meet that need over the plan period in the cont and Technical Advice Note 23, justified further in the Employment Background Pa
			Policy ENT1 supports SP11 by allocating new employment land for development. by safeguarding the employment function of existing business and employment s of different sites to come forward.
520	There is no industry in Porthcawl and when every piece of available land is covered with housing, there never will be.	There is no industry in Porthcawl and when every piece of available land is covered with housing	Comments noted. In terms of employment, the imbalance and shortage of emp acknowledged compared with other settlements within the County Borough, althou of employment in the town will continue to be provided through planned growth in tourism sectors.
			In terms of Salt Lake, development will include a new food store, supporting commercials to leisure, an area north of the harbour within Salt Lake will be safeguarded a hotel. In the event that a hotel facility is not delivered then the site could preleisure/tourism/commercial, year round, wet-weather attraction.
			Mixed-use development will be encouraged throughout the development. Comme on the ground floor if there is market demand for such uses. Retail uses, restaurants encouraged. This mix of uses will help bring life and vitality during the day and inte
			Additionally, there are plans for creating new facilities at Cosy Corner, including co creating employment opportunities. The plans for Cosy Corner include an all-new s which will feature new premises suitable for retail and start-up enterprises.
			Strategic Policy 16: Tourism and supporting development management po development. The LDP will also provide the framework for the provision and pro quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
520	There will be very little employment from the urbanisation of Porthcawl. Most new residents will travel to work elsewhere,	There will be very little employment from the urbanisation of	Comments noted. In terms of employment, the imbalance and shortage of emp acknowledged compared with other settlements within the County Borough, althou of employment in the town will continue to be provided through planned growth in tourism sectors.

that will achieve sustainable

033. With absolute and relative phomic activity rates if the Plan nenon. The Replacement LDP economically active households tions Background Paper, the ds within the 35-44 age group. ployment over the Plan period,

etween new homes, a growing l economy. The 2019 Economic ndix 15) analysed this projected of employment land and sector and distribution of employment ontext of Planning Policy Wales Paper, and set out in SP11.

nt. Policy ENT2 supports SP11 t sites. This will enable a range

nployment land in Porthcawl is ough it is likely that the majority in the commercial, leisure and

nmercial uses and leisure. With led for a leisure use, potentially provide an alternative form of

nercial units will be considered nts and cafes will be particularly nto the evening.

community facilities whilst also w stone and glass-clad building

policies will promote tourism protection of well-located, good the County including Porthcawl, ation Management Plan (2018-

nployment land in Porthcawl is ough it is likely that the majority in the commercial, leisure and

adding extra stress on our inadequate	Porthcawl Most	
infrastructure.	new residents will travel to work elsewhere, adding extra stress on our	In terms of Salt Lake, development will include a new food store, supporting commergards to leisure, an area north of the harbour within Salt Lake will be safeguarde a hotel. In the event that a hotel facility is not delivered then the site could pressure/tourism/commercial, year round, wet-weather attraction.
	infrastructure	Mixed-use development will be encouraged throughout the development. Comme on the ground floor if there is market demand for such uses. Retail uses, restaurants encouraged. This mix of uses will help bring life and vitality during the day and inte
		Additionally, there are plans for creating new facilities at Cosy Corner, including co creating employment opportunities. The plans for Cosy Corner include an all-new which will feature new premises suitable for retail and start-up enterprises.
		Strategic Policy 16: Tourism and supporting development management por development. The LDP will also provide the framework for the provision and pro- quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
No	No changes proposed.	Comments noted.
The largest employing sectors in Porthcawl are tourism and hospitality. The strategy states that employment will be facilitated by supporting the expansion of existing business PTC is very concerned that the	Concerns regarding employment within Porthcawl	Comments noted. In terms of employment, the imbalance and shortage of emp acknowledged compared with other settlements within the County Borough, althou of employment in the town will continue to be provided through planned growth in tourism sectors.
strategy does not provide evidence to support its stated aim to achieve the expansion of local businesses in Porthcawl to ensure that Porthcawl does not become a commuters' hub, with its links to Swansea and Cardiff.		In terms of Salt Lake, development will include a new food store, supporting commergards to leisure, an area north of the harbour within Salt Lake will be safeguarded a hotel. In the event that a hotel facility is not delivered then the site could prelisure/tourism/commercial, year round, wet-weather attraction.
		Mixed-use development will be encouraged throughout the development. Comme on the ground floor if there is market demand for such uses. Retail uses, restaurants encouraged. This mix of uses will help bring life and vitality during the day and inte
		Additionally, there are plans for creating new facilities at Cosy Corner, including co creating employment opportunities. The plans for Cosy Corner include an all-new which will feature new premises suitable for retail and start-up enterprises.
		Strategic Policy 16: Tourism and supporting development management policy development. The LDP will also provide the framework for the provision and proquality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
Building residential units in Porthcawl is short term employment if they choose to use the local workforce, whereas open spaces, with leisure facilities, would be long term employment and fulfils the 'well being' and 'active health' requirement The	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / employment	Comments noted. In terms of employment, the imbalance and shortage of emp acknowledged compared with other settlements within the County Borough, althou of employment in the town will continue to be provided through planned growth in tourism sectors.
	No The largest employing sectors in Porthcawl are tourism and hospitality. The strategy states that employment will be facilitated by supporting the expansion of existing business. PTC is very concerned that the strategy does not provide evidence to support its stated aim to achieve the expansion of local businesses in Porthcawl to ensure that Porthcawl does not become a commuters' hub, with its links to Swansea and Cardiff. Building residential units in Porthcawl is short term employment if they choose to use the local workforce, whereas open spaces, with leisure facilities, would be long	infrastructure. new residents will travel to work elsewhere, adding extra stress on our inadequate infrastructure No No changes proposed. The largest employing sectors in Porthcawl are tourism and hospitality. The strategy states that employment will be facilitated by supporting the expansion of existing business. PTC is very concerned that the strategy does not provide evidence to support its stated aim to achieve the expansion of local businesses in Porthcawl to ensure that Porthcawl does not become a commuters' hub, with its links to Swansea and Cardiff. Concerns regarding Strategic Allocation PLA1: Porthcawl With lesure facilities, would be long trategic Allocation PLA1: Porthcawl With lesure facilities, would be long Building residential units in Porthcawl is short term employment and fulfils the 'well being' Concerns regarding Strategic Allocation PLA1: Porthcawl With lesure facilities, would be long

nmercial uses and leisure. With ded for a leisure use, potentially provide an alternative form of

mercial units will be considered nts and cafes will be particularly nto the evening.

community facilities whilst also w stone and glass-clad building

policies will promote tourism protection of well-located, good the County including Porthcawl, ation Management Plan (2018-

nployment land in Porthcawl is ough it is likely that the majority in the commercial, leisure and

nmercial uses and leisure. With ded for a leisure use, potentially provide an alternative form of

mercial units will be considered nts and cafes will be particularly nto the evening.

community facilities whilst also w stone and glass-clad building

policies will promote tourism protection of well-located, good the County including Porthcawl, ation Management Plan (2018-

nployment land in Porthcawl is ough it is likely that the majority in the commercial, leisure and

intended Aldi may jeopardise the present employment in John Street, Porthcawl. The "plethora of employment provision" will NOT happen in Porthcawl.	opportunities / leisure facilities / proposed foodstore	As part of the proposed allocation of Porthcawl Waterfront, development will requirements including masterplan development principles and placemaking pri PLA1 – Page 63). The provision of new residential units, including affordable dwell of other vital regeneration requirements comprising flood defences, public open spattravel links plus education, retail and community facility provision.
		A Placemaking Strategy has been developed and produced of which provides to broader vision for Porthcawl; which aims to create a premier seaside resort of region comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve to space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbor development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
		In terms of Salt Lake, development will include a new food store, residential (in supporting commercial uses and leisure. With regards to leisure, an area north of will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel the site could provide an alternative form of leisure/tourism/commercial, year ro Furthermore, the comprehensive enhancement of the Eastern Promenade with better landscaping provides an exciting opportunity to create an area that will not or also act, with others, to set a quality benchmark which will also need to be achieved.
		Mixed-use development will be encouraged throughout the development. Comme on the ground floor if there is market demand for such uses. Retail uses, restaurants encouraged. This mix of uses will help bring life and vitality during the day and inte
		Sandy Bay will accommodate public open space, residential, education provision open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpor Outdoor Recreation Facilities of which are to be delivered in accordance with Recreation Facilities and New Housing Development Supplementary Planning Gu
		Additionally, there are plans for creating new facilities at Cosy Corner, including concreating employment opportunities. The plans for Cosy Corner include an all-new so which will feature new premises suitable for retail and start-up enterprises. The new meeting space for community use, a parade square for the Sea Cadets and an as well as changing facilities for users of the nearby marina. If funding allows, plan enhance the scheme with new landscaping, public seating, a children's play a capable of providing comfortable outdoor shelter from rain and the sun.
		Strategic Policy 16: Tourism and supporting development management po development. The LDP will also provide the framework for the provision and pro quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
		In terms of the proposed foodstore, Evidence confirms (See Appendix 16 – Retail its function as a town centre and performs well against most indicators of vitality centre has a limited convenience offer which is significantly below the UK average.

vill be subject to site-specific principles (See Deposit Policy ellings, will enable the delivery pace, leisure, enhanced active

s the framework to deliver the gional significance through the able distribution and variety of e upon areas of attractive open ng the seafront, supplemented bour and Trecco Bay. Physical the town as a place to live and benefits that allow the broader

(including affordable housing), of the harbour within Salt Lake tel facility is not delivered then round, wet-weather attraction. h new buildings, facilities and conly enhance the frontage but eved elsewhere.

nercial units will be considered its and cafes will be particularly ito the evening.

on and commercial. In terms of borate Green Infrastructure and n Policy COM10 and Outdoor Guidance.

community facilities whilst also v stone and glass-clad building e council also wants to create an office for the harbour master ans are in place that will further area and a canopy structure

policies will promote tourism rotection of well-located, good ne County including Porthcawl, tion Management Plan (2018-

ail Study) that the centre fulfils lity and viability. However, the e. Although the centre contains

areas, of different sizes, in different places, is very desirable. The retention of both the ford factory site and Brocastle etc, is arguably excessive given the fact that housing developments to support the jobs that may or may not come, are then consigned to green field sites. This seems	mments noted. The Deposit Plan has been underpinned by the identification of economic growth and housing provision, all of which have been based upon we gements regarding need, demand and supply factors (See Appendix 42 – Bac ategy Strategic Growth Options). A range of growth scenarios across the who we been analysed and discussed within the Strategic Growth Options Background
natural places, play a poor second place. grow doe: ther with Reg This to bu Skill Evici labo bass need and Politi by s of di In te cons Weth Broo The Cow Span B2 Freed Broot Cow Span B2 Freed Broot Br	w the County Borough's demographic situation is likely to change from 2018-2 propriate response for the Replacement LDP. As such the Replacement LDP is uirement to enable a balanced level of housing and employment provision t terns of growth. er 30% of the County Borough's population is projected to be aged 60+ by 203 with across this age group, there is likely to be a broad reduction in local econd is not facilitate sustainable levels of economic growth to offset this phenomer refore seeks to deliver sustainable forms of growth that will attract and retain eco- nin the County Borough. As justified within the Strategic Growth Option generation and Sustainable Growth Strategy is largely driven by households is growth is projected to support an increase in people in workplace based emplo- be accommodated through provision of up to 7,500 additional jobs. Nositive employment land response is necessary to achieve an equilibrium betw led labour force and job opportunities in order to stimulate the local to regional ec- dence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendis our force boost alongside other employment trends including past take up of e sed economic forecasts. The resulting evidence base has informed the scale an d and the land best suited to meet that need over the plan period in the conte d Technical Advice Note 23, justified further in the Employment Background Paj icy ENT1 supports SP11 by allocating new employment land for development. safeguarding the employment function of existing business and employment si lifferent sites to come forward. the site is in a highly accessible and desirable location on the outskirts of Bri to support, and the site's location close the main (and generally s castle is one of the most important greenfield inward investment sites within th e site is in a highly accessible and desirable location on the outskirts of Bri to within the 20.4ha. Planning permission has been granted for a development and B8 employment floorspace, including access, car parking,

large supermarket suitable for st residents must travel to other

of the most appropriate scale well informed, evidence based ackground Paper 2: Preferred hole Replacement LDP period and Paper. This has considered 3-2033 and informed the most dentifies an appropriate plan that will achieve sustainable

033. With absolute and relative phomic activity rates if the Plan henon. The Replacement LDP conomically active households ions Background Paper, the is within the 35-44 age group. ployment over the Plan period,

etween new homes, a growing economy. The 2019 Economic dix 15) analysed this projected of employment land and sector and distribution of employment ntext of Planning Policy Wales Paper, and set out in SP11.

nt. Policy ENT2 supports SP11 sites. This will enable a range

ler Policy ENT1. The site was d taking the site forward given v successful) Bridgend estates. the South Wales M4 corridor. Bridgend, on the A48 towards r 71,000 sq m of employment ent of up to 71,441sq.m of B1, of public rights of way, site bcastle is considered to be the nt investment to the area. I In d Site represent a more holistic by that will be enabled through y of the Replacement LDP's

			The Former Ford Site was also considered within the Economic Evidence Base Up Background Paper to inform proposed Policy ENT5. The Economic Evidence Base the need to quickly turn this economic blow into an economic opportunity. This business space to existing and new businesses, whilst seeking new options to ret highly skilled workforce in the local area. In order to meet these aims, enable re-de Manufacturing Plant site and provide additional flexibility to the employment lan recommends considering the site as a new development opportunity. The site has economic impact (in terms of jobs supported) than the old use as a new development and extensive enabling work will be required to bring the site forward in partners unique approach is required in this respect and it will be necessary to enable a fle not necessarily akin to the type and density of uses previously accommon simultaneously provide a greater degree of flexibility and choice to the employr nature, type and mix of uses will be subject to refinement through future Supple (SPG), although the re-development of the site will be primarily driven through approach will necessary to this end, acknowledging that a mixed-use develop maximise this economic opportunity.
1233	Broadly support this strategy, and glad to see that the rural economy gets a mention, but please ensure that existing rural and agricultural enterprises are supported, and in particular young & new entrants to farming. People need feeding now and in the future, so enthusiastic young entrants should take priority in local strategic planning.	employment and rural economy strategies.	Comment /support noted. The policies within the Deposit Plan supports local emp settlements, in line with the National Planning Policy and guidance. The plan sup sustainable enterprises within the settlement boundaries and diversification of the focus on agriculture, outside the settlement area in the open countryside. The rep objective (SOBJ3), commits to develop a strong rural economy to support s communities, recognising the role of leisure and tourism. Furthermore, policy ENT 4 on rural economy, encourages new applications for firms outside of the settlement boundaries, under set conditions and ensuring that
51	The only thing this policy seems to say is that new houses need to be built and why. No real substance to this policy. lots of communities have no room for development. Large scale building of new homes seems like it would go against the policy to protect and enhance the natural landscape. Can't make a new doctors, dentist, pharmacy or public transport be available in new areas so could lead (as there is now) large scale developments with no services, this also includes small corner shops etc on new build sites.	to the active, health, cohesive and social	policy requirements to conserve and enhance the quality of the countryside setting. Comment noted. The Deposit Plan has been underpinned by the identification of the economic growth and housing provision, all of which have been based upon we judgements regarding need, demand and supply factors (See Appendix 42 – Ba Strategy Strategic Growth Options). A range of growth scenarios across the whothave been analysed and discussed within the Strategic Growth Options Backgroun how the County Borough's demographic situation is likely to change from 2018-appropriate response for the Replacement LDP. As such the Replacement LDP is requirement to enable a balanced level of housing and employment provision patterns of growth, support existing settlements and maximise viable affordable how. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfie on the delivery of the brownfield regeneration allocations identified in the exist Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development success in delivering development on brownfield land in other settlements (notal Gateway), there are limited further brownfield regeneration opportunities remar deliverable sites (including some greenfield sites) are therefore required to imple housing in high need areas and ensure the County Borough's future housing required to imple housing in high need areas and ensure the County Borough's future housing required to imple housing in high need areas and ensure the County Borough's future housing required to imple housing in high need areas and ensure the County Borough's future housing required to imple housing in high need areas and ensure the County Borough's future housing required to imple housing in high need areas and ensure the County Borough's future

Jpdate (2021) and Employment Base Update (2021) highlights is can be achieved by offering etain the recently released, yet development of the former Ford and supply, the Update (2021) is scope to make a much larger pment opportunity. As detailed t of the site will be a challenge ership with key stakeholders. A flexible mix of economic uses, odated on the site. This will yment land supply. The exact plementary Planning Guidance gh economic use(s). A flexible opment may be necessary to

ployment opportunities in rural pports appropriate small-scale e rural economy away from the eplacement Plan in its strategic sustainable and vibrant rural

or expansion and relocation of hat it is in accordance with the ing.

of the most appropriate scale of well informed, evidence based Background Paper 2: Preferred hole Replacement LDP period and Paper. This has considered 8-2033 and informed the most P identifies an appropriate plan h that will achieve sustainable housing delivery.

egy Options Background Paper pment of land within or on the field sites. It continues to focus tisting LDP, hence, Porthcawl, through their designation as nent opportunities within these Wales and seeks to minimise wever, given the existing LDP's tably Bridgend and the Valleys maining. Additional viable and plement SP1, deliver affordable quirements can be realised.

The Replacement LDP apportions sustainable growth towards settlements that alr
services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a comprel sustainable growth will be appropriately directed towards the Main Settlements of E with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously co 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general locat existing use(s), accessibility, physical character, environmental constraints and o were asked to prepare and submit a number of technical supporting studies deliverability, sustainability and suitability. Proceeding this detailed assessment appropriate were included for allocation in the Deposit Plan.
In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spectrum masterplan development principles and development requirements, all of which see the identified key issues and drivers identified through the Replacement LDP preparequired to deliver affordable housing, education provision, recreation facilities, put provision plus appropriate community facilities.
In terms of enhancing the natural landscape, the Deposit Plan is accompanied evidence base, the Council has undertaken an updated detailed audit of existing of playspace across the County Borough (See Appendix 22: Outdoor Sport and 0 (2021)). Its findings can be used as means of justifying the provision of new facil deficiencies in provision. It can also be used as means of safeguarding and enh appropriate.
Additionally, the Council has undertaken a Green Infrastructure Assessment (See shape the planning and delivery of green infrastructure throughout the County summaries the findings of the detailed 'audit' of the provision of Outdoor Sports an within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also to include green infrastructure assets (such as allotments, cemeteries, woodlan Integrated Network Maps. As such the assessment will provide a mechanism to forms an integral and significant part of development and wider infrastructure prop
Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensuring that individual green as possible and integrated into any new development.
In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spectrum masterplan development principles and development requirements. Such require retain and provide suitable buffers to habitats, particularly hedgerows, trees (included), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 and Outdoor Recreation Development Supplementary Planning Guidance.
In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the for the mixed-use Strategic Development Sites in Regeneration Growth Areas and

already benefit from significant to enabling transit orientated e Appendix 19) to establish a rehensive range of variables f Bridgend and Pencoed along

ite has been assessed against consulted upon (See Appendix essment, sites were examined cation, neighbouring land uses, opportunities. Site promoters es to demonstrate the site's ent, only those sites deemed

pecific requirements including seek to contribute and address paration process. Sites will be ublic open space, active travel

ed with a technical supporting g outdoor sports and children's l Children's Play Space Audit cilities and/or remedying local enhancing existing facilities as

tee Appendix 23) to guide and by Borough. The assessment and Children's Playing Space so adopting a holistic approach ands, broad habitats) and the to ensure green infrastructure oposals.

naintain, protect and enhance assets are retained wherever

pecific requirements including irements will ensure that sites including Ancient and/or Semior recreation facilities will be on Facilities and New Housing

I the site-specific requirements nd Sustainable Growth Areas.

		Such requirements include masterplan development principles and development returns to contribute and address the identified key issues and drivers identified through preparation process. This will be facilitated through the provision of affordable provision, public open space and active travel provision.
		Development of this scale (sustainable urban extensions) is necessary to create will incorporate a mix of complementary uses and deliver improvements to existing new supporting infrastructure. The latter factor is particularly notable given the s the County Borough and the need for new strategic sites to be significant enough of a new primary school as a minimum.
		In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has be 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environme additional to community and cultural infrastructure.
The employment strategy in the Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all star preparation.
Nonsense. The LDP will increase population by c15,000 yet only aims to creat jobs for c7,000	No changes – concern over job numbers in comparison to population increase	The growth strategy of the Replacement LDP is evaluated and justified in the Back 42 – Background Paper 2: Preferred Strategy Strategic Growth Options). The level intrinsically linked to the amount of housing proposed and in so doing will achieve su support existing settlements and maximise viable affordable housing delivery. The proposed growth level of 505 dwellings per annum is derived from a POPGI ONS 2019 Mid-Year Estimate base year and calibrates its migration assumptions f (2013/14–2018/19). This period witnessed sustainable population growth, in p dwelling completions across the County Borough, which the Replacement LDP set
		Maintaining this trajectory will lead to more established households (particularly both remaining within and moving into the County Borough, coupled with less ou economically active age groups. This will encourage a more youthful, skilled popul the ageing population, resulting in an overall population increase of 9.4% or 13,687
		The projected increase in the working age population and the linked dwelling re LDP will provide significant scope for residents to live and work in the area, suppor per annum. The planned level of housing growth is neither constrained in a manner development or promoted in such a way as to encourage inward commuting. Rath promotes sustainable forms of growth that will help minimise the need for out-co self-contained, inter-connected communities in accordance with the LDP Visi considered most conducive to achieving an equilibrium between the number of opportunities expected, a balance that is required by PPW.
Members agree that employment is vitally important. Economic growth needs to be targeted as a priority and small, local businesses supported and promoted.	No changes – support for employment strategy	Comments noted
	Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan Nonsense. The LDP will increase population by c15,000 yet only aims to creat jobs for c7,000	Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan concern over impact on Vale of Glamorgan Nonsense. The LDP will increase population by c15,000 yet only aims to creat jobs for c7,000 No changes – concern over job numbers in comparison to population increase Members agree that employment is vitally important. Economic growth needs to be targeted as a priority and small, local No changes – support for employment

t requirements all of which seek hrough the Replacement LDP ble housing, on-site education

e sustainable communities that ng infrastructure and/or provide school capacity issues across gh in scale to support provision

been produced (See Appendix out which the development of ses within the plan period could mental management, utilities in

tages of the Replacement LDP

ckground Paper (See Appendix evel of employment provision is sustainable patterns of growth,

GROUP Scenario that uses an s from a 6-year historical period part linked to the number of seeks to continue.

y around the 35-44 age group) outward migration across other oulation base to counterbalance i81 people over the plan period.

requirement underpinning this porting growth of up to 500 jobs er that could frustrate economic ather, the underlying projection commuting and promote more 'ision. This level of growth is of homes provided and the job

71	Empty offices and work places to be let already . Fill these before building more please	Fill empty offices and workplaces before finding more	Comments noted. he Deposit Plan has been underpinned by the identification of t economic growth and housing provision, all of which have been based upon we judgements regarding need, demand and supply factors (See Appendix 42 – Bac Strategy Strategic Growth Options). A range of growth scenarios across the who have been analysed and discussed within the Strategic Growth Options Background how the County Borough's demographic situation is likely to change from 2018-2 appropriate response for the Replacement LDP. As such the Replacement LDP is
			requirement to enable a balanced level of housing and employment provision t patterns of growth.
			Over 30% of the County Borough's population is projected to be aged 60+ by 203 growth across this age group, there is likely to be a broad reduction in local econ- does not facilitate sustainable levels of economic growth to offset this phenome therefore seeks to deliver sustainable forms of growth that will attract and retain eco- within the County Borough. As justified within the Strategic Growth Optio Regeneration and Sustainable Growth Strategy is largely driven by households This growth is projected to support an increase in people in workplace based empl to be accommodated through provision of up to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium bet skilled labour force and job opportunities in order to stimulate the local to regional er Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix labour force boost alongside other employment trends including past take up of based economic forecasts. The resulting evidence base has informed the scale ar need and the land best suited to meet that need over the plan period in the conte and Technical Advice Note 23, justified further in the Employment Background Pa
			Policy ENT1 supports SP11 by allocating new employment land for development. by safeguarding the employment function of existing business and employment so of different sites to come forward.

f the most appropriate scale of vell informed, evidence based ackground Paper 2: Preferred hole Replacement LDP period and Paper. This has considered 3-2033 and informed the most of identifies an appropriate plan that will achieve sustainable

033. With absolute and relative phomic activity rates if the Plan nenon. The Replacement LDP economically active households tions Background Paper, the ds within the 35-44 age group. aployment over the Plan period,

etween new homes, a growing economy. The 2019 Economic dix 15) analysed this projected of employment land and sector and distribution of employment ntext of Planning Policy Wales Paper, and set out in SP11.

nt. Policy ENT2 supports SP11 t sites. This will enable a range

Title: D	o you have any comments to make on retail	centres and develop	ment policies?
ID	Comment	Summary of changes being sought/proposed	Council response
47	I concur with the policy aims and aspirations. The biggest threats and impediments to retail retention and growth are mainly centred around the high cost rents charged by landlords and high business rates. A further impact is the proposed substantial reduction of parking capacity in terms of not negatively impacting on town footfall. The plan to close Salt Lake car park will represent a near 50% reduction in available capacity	Concerns regarding business rates and car parking provision	Comments noted. It is beyond the scope of the LDP to control businesses rates and Car parking as part of the plans for the proposed regeneration area will continue to car park to the west of the regeneration area. Some visitor parking could be enhancement of the Eastern Promenade. The authority has a strong desire to facilitate and actively encourage a modal shir public transport and the provision of a new bus terminus is integral to this as wel Future Wales Plan. As such, a new 'bus terminus' may also be located along the Po as a boulevard where visitors and locals could arrive at, and depart from the regener The location of the bus terminus will enable access towards the waterfront and also t
	and threaten the retail centre similar to the way permitting McArthur Glen killed off Bridgend.		has also undertaken feasibility work to explore proposals to deliver a bus terr regeneration area. The bus terminus project is being brought forward in connection Metro Plus project and is seen as a key element of the wider regeneration plans.
480	This should be a high priority for the council the highstreets are the life blood of communities.	Should be a high priority for the council	Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Towr throughout the County Borough as hubs of socio-economic activity and the focal p services which support the needs of the communities they serve. As part of the technical supporting evidence base the Council have prepared a Reta of which sets out evidence-based recommendations on retail need, the distribution primary shopping areas to inform policies and site allocations. Additionally, the Co a sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in commuter shopping, which the pandemic has accelerated. The LDP recognises that high stre especially in the short-term, hence it contains more flexible planning policies and re centres, recognising their changing roles and functions. It will be increasing accommodate a wider array of uses than just retail, including community, health, leis co-working spaces alongside areas of open space. The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have existing distribution of uses and likely future requirements. In Bridgend and Maes Areas have been condensed to create a consolidated retail core. Additional Secon been identified on the proposals map for Bridgend, Maesteg and Porthcawl to c promote the potential for a wider range of uses. The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Town continue to be the principal locations for new retail, office, leisure and commur capitalise on and enhance the vitality and viability of centres, whilst generating incr
520	The inclusion of a new food-store will damage the existing shopping centre.	Concerns regarding proposed foodstore on Salt Lake	activity. Comments noted. Evidence confirms (See Appendix 16 – Retail Study) that the ce town centre and performs well against most indicators of vitality and viability. Howe convenience offer which is significantly below the UK average. Although the centre food stores suitable for top-up shopping, there is only one large supermarket suita This provides limited consumer choice and means that most residents must travel to needs.

and rents.

to be provided at the Hillsboro be introduced as part of the

shift towards increased use of vell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

wn, District and Local Centres I points for a diverse range of

etail Study (See Appendix 16) n of need and the definition of Council have also undertaken Background Paper 11: Covider spending habits and online treets will continue to change retail boundaries within town ingly important for them to eisure, residential and flexible

we been reviewed against the aesteg, the Primary Shopping condary Shopping Areas have create greater flexibility and

of established retail centres to wn, District and Local Centres unity facilities. This will both acreased social and economic

centre fulfils its function as a vever, the centre has a limited re contains a range of smaller itable for main food shopping. I to other centres to meet their

1		1
PLA3 West of Bridgend. No retail provision is mentioned at all in connection with this	No retail provision	Marketing for a new foodstore was carried out in autumn 2020 whereby numeror received and appraised. A robust selection process in which each bid was carefully a development brief resulted in Aldi Stores Ltd being identified as the preferred bidder brief required bidders to submit high-quality, bespoke designs for premises that cou as well as incorporating appropriate access and active travel arrangements. The de store site does not prescribe a particular architectural approach, but it does required bidders for human interaction and enjoyment whilst responding to a setting, cultural and heritage of Porthcawl. Cabinet members approved the dispose Ltd, and delegated authority to officers to approve the terms of the disposal agreen. The food store site forms a key element of the wider masterplan that has been we Waterfront Regeneration Scheme and is intended to act as a precursor to, and card development across the wider site. Subject to a planning application, the foodstore w all-new residential, leisure, retail development at Salt Lake as well as new areas terminus, active travel facilities and more.
proposal	regarding Strategic Allocation PLA3: Land West of Bridgend	active travel route INM-BR57 linking to the shops at Bryntirion to the east, and a v of the site to provide a connection to the eastbound bus stop on the A473. Strategic Policy SP12 of the Replacement Plan will promote Town, District and Lo County Borough as hubs of socio-economic activity and the focal points for a dive support the needs of the communities they serve.
Porthcawl has the only pedestrianised shopping street in the country that is shared by vehicles and this development will do nothing to enhance its future. Porthcawl needs a visitor attraction that will benefit residents too. If this LDP goes ahead, Porthcawl will stop being an attractive place to live, or visit.	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / visitor attractions	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, dev site-specific requirements including masterplan development principles and pla Deposit Policy PLA1 – Page 63). The provision of new residential units, includir enable the delivery of other vital regeneration requirements comprising flood de leisure, enhanced active travel links plus education, retail and community facility pr In terms of Porthcawl town centre, it is beyond the scope of the LDP to contro access/restrictions. A Placemaking Strategy has been developed and produced of which provides th broader vision for Porthcawl; which aims to create a premier seaside resort of regio comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve u space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbou development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper. In terms of Salt Lake, development will include a new food store, residential (inc supporting commercial uses and leisure. With regards to leisure, an area north of the
	is mentioned at all in connection with this proposal Porthcawl has the only pedestrianised shopping street in the country that is shared by vehicles and this development will do nothing to enhance its future. Porthcawl needs a visitor attraction that will benefit residents too. If this LDP goes ahead, Porthcawl will stop being an	 is mentioned at all in connection with this proposal Porthcawl has the only pedestrianised shopping street in the country that is shared by vehicles and this development will do nothing to enhance its future. Porthcawl needs a visitor attraction that will benefit residents too. If this LDP goes ahead, Porthcawl will stop being an mentioned regarding Strategic Allocation PLA3: Land West of Bridgend Concerns regarding Strategic Allocation PLA1: Porthcawl will stop being an

erous bids (five in total) were y assessed against a planning er. The planning development ould act as 'gateway buildings' development brief for the food juire clear attention to "placeding area. This will enable a o and celebrating the maritime osal of the site to Aldi Stores ement.

worked up for the Porthcawl catalyst for, future phases of will be constructed alongside as of green open space, bus

opment is intended to unlock cawl and further stages of the

vever, Policy PLA3 will require A473, connecting the site with widened footway to the west

Local Centres throughout the verse range of services which

evelopment will be subject to placemaking principles (See ding affordable dwellings, will defences, public open space, provision.

trol pedestrian and vehicular

the framework to deliver the gional significance through the ble distribution and variety of upon areas of attractive open ing the seafront, supplemented oour and Trecco Bay. Physical ne town as a place to live and benefits that allow the broader

ncluding affordable housing), f the harbour within Salt Lake

		will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel the site could provide an alternative form of leisure/tourism/commercial, year rou Furthermore, the comprehensive enhancement of the Eastern Promenade with r better landscaping provides an exciting opportunity to create an area that will not or also act, with others, to set a quality benchmark which will also need to be achieve
		Mixed-use development will be encouraged throughout the development. Commer on the ground floor if there is market demand for such uses. Retail uses, res particularly encouraged. This mix of uses will help bring life and vitality during the c
		Sandy Bay will accommodate public open space, residential, education provision a open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpora Outdoor Recreation Facilities of which are to be delivered in accordance with P Recreation Facilities and New Housing Development Supplementary Planning Guid
		Additionally, there are plans for creating new facilities at Cosy Corner, including correcting employment opportunities. The plans for Cosy Corner include an all-new structure which will feature new premises suitable for retail and start-up enterprises. The conserve meeting space for community use, a parade square for the Sea Cadets and an or as well as changing facilities for users of the nearby marina. If funding allows, plans enhance the scheme with new landscaping, public seating, a children's play ar capable of providing comfortable outdoor shelter from rain and the sun.
		Strategic Policy 16: Tourism and supporting development management polic development. The LDP will also provide the framework for the provision and proti quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
drastically increased visitor numbers to Porthcawl. It should be revised to take this	Concerns regarding proposed foodstore on Salt Lake	Comments noted. In terms of the proposed foodstore, evidence confirms (See Appentite Content of See Appendix Content of See Ap
		Strategic Policy SP12 of the Replacement Plan will promote Town, District and Lo County Borough as hubs of socio-economic activity and the focal points for a dive support the needs of the communities they serve.
		As part of the technical supporting evidence base the Council have prepared a Reta of which sets out evidence-based recommendations on retail need, the distribution primary shopping areas to inform policies and site allocations. Additionally, the Co a sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in commuter shopping, which the pandemic has accelerated. The LDP recognises that high stree especially in the short-term, hence it contains more flexible planning policies and recommodate a wider array of uses than just retail, including community, health, leis
	residents' out of town shopping. The LDP was evidently planned before Covid and does not consider its implications on drastically increased visitor numbers to	residents' out of town shopping. The LDP was evidently planned before Covid and does not consider its implications on drastically increased visitor numbers to Porthcawl. It should be revised to take this

el facility is not delivered then ound, wet-weather attraction. n new buildings, facilities and only enhance the frontage but ved elsewhere.

ercial units will be considered estaurants and cafes will be a day and into the evening.

and commercial. In terms of brate Green Infrastructure and Policy COM10 and Outdoor uidance.

ommunity facilities whilst also stone and glass-clad building council also wants to create n office for the harbour master ns are in place that will further area and a canopy structure

olicies will promote tourism otection of well-located, good e County including Porthcawl, ion Management Plan (2018-

pendix 16 – Retail Study) that icators of vitality and viability. the UK average. Although the is only one large supermarket ans that most residents must

Local Centres throughout the verse range of services which

etail Study (See Appendix 16) n of need and the definition of Council have also undertaken Background Paper 11: Covider spending habits and online treets will continue to change I retail boundaries within town ingly important for them to eisure, residential and flexible

848	No	No changes proposed.	The Primary Shopping Area boundary Porthcawl has been reviewed against the orand likely future requirements. Additional Secondary Shopping Areas have been map for Porthcawl to create greater flexibility and promote the potential for a wider. The demand/supply for larger convenience retailing is likely to be less sensitive to the However, use of sequential tests alongside careful management of out-of-centre avoid promotion of unsustainable travel patterns. The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Towr continue to be the principal locations for new retail, office, leisure and commun capitalise on and enhance the vitality and viability of centres, whilst generating incr activity. Comments noted.
1405	It will be increasingly important for traditional town centres to accommodate a wider array of uses other than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space. Porthcawl town centre consists of many independent traders who make up the unique identity of Porthcawl, many of them have survived through the pandemic. PTCs ambition is that Porthcawl is a clean accessible well maintained and interesting seaside town where the retail experience is conducive to high quality goods from independent traders. The biggest barrier to aspiring new traders is the cost of property leasing, business rates and the length of lease often that is needed to be committed to.	Town centres should accommodate a wider range of uses other than just retail. Concerns regarding business rates and property leases	Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town throughout the County Borough as hubs of socio-economic activity and the focal p services which support the needs of the communities they serve. As part of the technical supporting evidence base the Council have prepared a Reta of which sets out evidence-based recommendations on retail need, the distribution of primary shopping areas to inform policies and site allocations. Additionally, the Co a sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in commuter shopping, which the pandemic has accelerated. The LDP recognises that high streespecially in the short-term, hence it contains more flexible planning policies and recommodate a wider array of uses than just retail, including community, health, lead co-working spaces alongside areas of open space. The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Town continue to be the principal locations for new retail, office, leisure and communicapitalise on and enhance the vitality and viability of centres, whilst generating increativity.
1496	'Out of Town' development Retail Sites killed Bridgend and what is there now is a ghost town. Porthcawl, with John Street, already fulfils the criteria needed and has many uses, including Health, Leisure, Residential and flexible working spaces, alongside areas of 'open spaces' which you intend to take away and cover with houses. This LDP, far from helping, is causing huge upset and anxiety amongst every age group. The elderly, infirm and those with mental health issues and no	to out-of-town retail sites	Comments noted. Strategic Policy SP12 of the Replacement Plan will promote Town throughout the County Borough as hubs of socio-economic activity and the focal p services which support the needs of the communities they serve. As part of the technical supporting evidence base the Council have prepared a Reta of which sets out evidence-based recommendations on retail need, the distribution of primary shopping areas to inform policies and site allocations. Additionally, the Co a sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in commuter shopping, which the pandemic has accelerated. The LDP recognises that high stree especially in the short-term, hence it contains more flexible planning policies and recentres, recognising their changing roles and functions. It will be increasing

e existing distribution of uses en identified on the proposals er range of uses.

the impacts of the pandemic. e locations will remain key to

of established retail centres to wn, District and Local Centres unity facilities. This will both creased social and economic

wn, District and Local Centres I points for a diverse range of

etail Study (See Appendix 16) n of need and the definition of Council have also undertaken Background Paper 11: Covider spending habits and online treets will continue to change I retail boundaries within town ingly important for them to eisure, residential and flexible

of established retail centres to wn, District and Local Centres unity facilities. This will both creased social and economic

ses.

wn, District and Local Centres I points for a diverse range of

etail Study (See Appendix 16) n of need and the definition of Council have also undertaken Background Paper 11: Covider spending habits and online treets will continue to change I retail boundaries within town ingly important for them to

	transport, rely on local small shops and not out of town, as it is inexcessible.		accommodate a wider array of uses than just retail, including community, health, leis co-working spaces alongside areas of open space.
			The demand/supply for larger convenience retailing is likely to be less sensitive to the However, use of sequential tests alongside careful management of out-of-centre lavoid promotion of unsustainable travel patterns.
			The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Town continue to be the principal locations for new retail, office, leisure and commun capitalise on and enhance the vitality and viability of centres, whilst generating increactivity.
1040	It will be interesting to see how this works for Bridgend Town Centre. The impact of out of town shopping facilities around Bridgend which have been allocated over	Support for Retail Policy	Support noted. Strategic Policy SP12 of the Replacement Plan will promote Town, throughout the County Borough as hubs of socio-economic activity and the focal p services which support the needs of the communities they serve.
	Bridgend which have been allocated over the preceding LDPs, can certainly be seen on the town centre of Bridgend. There is much work which needs to be done to remedy this.		As part of the technical supporting evidence base the Council have prepared a Retar of which sets out evidence-based recommendations on retail need, the distribution of primary shopping areas to inform policies and site allocations. Additionally, the Co a sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in commuter a shopping, which the pandemic has accelerated. The LDP recognises that high stree especially in the short-term, hence it contains more flexible planning policies and re centres, recognising their changing roles and functions. It will be increasing accommodate a wider array of uses than just retail, including community, health, leis co-working spaces alongside areas of open space.
			The demand/supply for larger convenience retailing is likely to be less sensitive to the However, use of sequential tests alongside careful management of out-of-centre lavoid promotion of unsustainable travel patterns.
			The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Town continue to be the principal locations for new retail, office, leisure and commun capitalise on and enhance the vitality and viability of centres, whilst generating increactivity.
			With regards to Bridgend Town Centre, the Council consulted on a Bridgend Town 21. The masterplan is regeneration focussed and outlines a vision for a liveable identifies a series of ambitious and deliverable projects for the next ten years that w growth and secure more benefits and opportunities for Bridgend.
1233	Broadly support this strategy, and glad to see that the rural economy gets a mention, but please ensure that existing rural and agricultural enterprises are supported, and in particular young & new entrants to farming. People need feeding now and in the future, so enthusiastic young entrants should take priority in local strategic planning.	Support for employment and rural economy strategies.	Comment /support noted. The policies within the Deposit Plan supports local emplo settlements, in line with the National Planning Policy and guidance. The plan support sustainable enterprises within the settlement boundaries and diversification of the ru focus on agriculture, outside the settlement area in the open countryside. The repla objective (SOBJ3), commits to develop a strong rural economy to support sus communities, recognising the role of leisure and tourism.

eisure, residential and flexible

the impacts of the pandemic. e locations will remain key to

of established retail centres to wn, District and Local Centres unity facilities. This will both creased social and economic

vn, District and Local Centres points for a diverse range of

etail Study (See Appendix 16) n of need and the definition of Council have also undertaken Background Paper 11: Covider spending habits and online treets will continue to change retail boundaries within town ingly important for them to eisure, residential and flexible

the impacts of the pandemic. e locations will remain key to

of established retail centres to wn, District and Local Centres unity facilities. This will both pcreased social and economic

n Centre Masterplan in 2020ble and vibrant community. It t will support future economic

ployment opportunities in rural ports appropriate small-scale rural economy away from the placement Plan in its strategic sustainable and vibrant rural

			Furthermore, policy ENT 4 on rural economy, encourages new applications for e firms outside of the settlement boundaries, under set conditions and ensuring that policy requirements to conserve and enhance the quality of the countryside setting.
51	Better signage to these areas is key, street furniture and opportunity for all to visit and access these areas.	Concerns in relation to signage and street furniture.	Comment noted. Retail and commercial centres are hubs of social and economic at a diverse range of services which support the needs of local communities. They are hubs modes of transport and are the most sustainable locations for new development."
			As part of the technical supporting evidence base the Council have prepared a Reta of which sets out evidence-based recommendations on retail need, the distribution primary shopping areas to inform policies and site allocations. Additionally, the Co a sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in commuter shopping, which the pandemic has accelerated. The LDP recognises that high stre- especially in the short-term, hence it contains more flexible planning policies and re centres, recognising their changing roles and functions. It will be increasing accommodate a wider array of uses than just retail, including community, health, leis co-working spaces alongside areas of open space.
			The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have existing distribution of uses and likely future requirements. In Bridgend and Maes Areas have been condensed to create a consolidated retail core. Additional Secon been identified on the proposals map for Bridgend, Maesteg and Porthcawl to co promote the potential for a wider range of uses.
			The demand/supply for larger convenience retailing is likely to be less sensitive to the However, use of sequential tests alongside careful management of out-of-centre avoid promotion of unsustainable travel patterns.
			The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Town continue to be the principal locations for new retail, office, leisure and communicapitalise on and enhance the vitality and viability of centres, whilst generating increactivity.
100			The Replacement Plan ensures that all development comply with Strategic Poli Sustainable Place Making (See Page 60). The development must contribute to crea sustainable places that support active and healthy lives and enhance the communi- whilst having full regard to the natural, historic and built environment. As such futu be required to be supported through the submission of appropriate design and demonstrate compliance with the criteria set out by Policy SP3. Such criteria ine- quality possible, whilst respecting and enhancing local distinctiveness and landsca
102	0 Rubbish.		Comments noted
121	Members believe that having town centres accommodate more than retail could be a good idea as it could generate footfall, but it should not be at risk of reducing the	No changes – support for greater flexibility and range of uses in	Strategic Policy SP12 of the Replacement Plan will promote Town, District and Lo County Borough as hubs of socio-economic activity and the focal points for a diver support the needs of the communities they serve.
	number of people who still shop in Bridgend town, in particular, in the indoor market. There needs to be more to attract	Bridgend Town Centre	As part of the technical supporting evidence base the Council have prepared a Reta of which sets out evidence-based recommendations on retail need, the distribution primary shopping areas to inform policies and site allocations. Additionally, the Cou

expansion and relocation of at it is in accordance with the ng.

activity and the focal point for e highly accessible to different

etail Study (See Appendix 16) n of need and the definition of Council have also undertaken Background Paper 11: Covider spending habits and online treets will continue to change retail boundaries within town ingly important for them to eisure, residential and flexible

ve been reviewed against the lesteg, the Primary Shopping ondary Shopping Areas have create greater flexibility and

the impacts of the pandemic. e locations will remain key to

of established retail centres to wn, District and Local Centres unity facilities. This will both creased social and economic

olicy 3 on Good Design and reating high quality, attractive, nity in which they are located, ture planning applications will and technical information to include design of the highest cape character.

Local Centres throughout the /erse range of services which

etail Study (See Appendix 16) n of need and the definition of ouncil have also undertaken a

	people into town centres and less out of town retail etc. Closed shops could be used as pop-up shops, with reduced rents, with local crafts people given the opportunity to show and sell their wares. The most important thing is free parking, better bus services and, vitally, public toilets.		sense check of the evidence base in light of the pandemic (See Appendix 51 – Ba 19 Policy Review). The 2019 Retail Study already identified a shift in customer shopping, which the pandemic has accelerated. The LDP recognises that high stre- especially in the short-term, hence it contains more flexible planning policies and re- centres, recognising their changing roles and functions. It will be increasing accommodate a wider array of uses than just retail, including community, health, leis co-working spaces alongside areas of open space.
			The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have existing distribution of uses and likely future requirements. In Bridgend and Maes Areas have been condensed to create a consolidated retail core. Additional Secon been identified on the proposals map for Bridgend, Maesteg and Porthcawl to c promote the potential for a wider range of uses.
			The Replacement LDP ultimately seeks to allow the traditional role and function of evolve and adapt appropriately. The hierarchy will be used positively to ensure Town continue to be the principal locations for new retail, office, leisure and commun capitalise on and enhance the vitality and viability of centres, whilst generating incr activity.
71	As before , my previous comment about empty businesses. Shops the same, Bridgend a ghost town. Though the Council have high hopes to change this. Yet it was the same Council who chose to pedestrianize Bridgend in the first place !	Concerns regarding empty retail units	Comments noted.

Background Paper 11: Covider spending habits and online streets will continue to change d retail boundaries within town singly important for them to leisure, residential and flexible

ave been reviewed against the aesteg, the Primary Shopping condary Shopping Areas have o create greater flexibility and

of established retail centres to wn, District and Local Centres unity facilities. This will both acreased social and economic

			neral resources and waste management policies?
ID	Comment	Summary of	Council response
		changes being	
		sought/proposed	
47	Sand dredging off of Porthcawl out towards the Severn Estuary is an important supplier to the construction industry. There is concern that continued dredging is contributing to loss of sand on Porthcawl beaches. This needs to be monitored against sustainability considerations give that Porthcawl beaches is the core driver for Tourism in and around Porthcawl.	Concern that continued dredging is contributing to loss of sand on Porthcawl beaches. This needs to be monitored against sustainability considerations	Comments noted. As per the Regional Technical Statement (2 nd Review), in Sou marine-dredged sand & gravel is of major importance, with supplies being sourced f waters within the Severn Estuary and the Bristol Channel. Bridgend is currently reli dredged material imported via wharves in neighbouring Neath Port Talbot (and Car
480	what effect will "co location" have on waste sites - I assume that means combining them into central locations this will have a big impact on local communities and an increase in Flytipping - how is that to be tackled	what effect will "co location" have on waste sites. Flytipping - how is that to be tackled	'Co-location' relates to the opportunity of locating waste management facilities activities such as a low carbon energy recovery facilities which would enable the util as an energy source in close proximity to suitable potential heat customers. management facilities to enable the development of heat networks will be suppor detailed within SP15. Whilst it beyond the scope of the LDP to control flytipping, the views of the Con-
			Section will be taken into account on all types of development to ascertain the ex needed to deal with any potential municipal arising associated with proposed devel
573	PLA3, Westb of Bridgend. It is very unlikely that residents moving into this site would wish to participate in district heating	Concerns regarding PLA3: West of Bridgend / unlikely residents would wish to participate in district heating	Comments noted. Planning Policy Wales places a requirement on planning authori base to inform the development of renewable energy and low carbon energy polic Energy Assessment (See Appendix 17) has been prepared of which identifies the Borough is potentially able to make towards meeting the national renewable ene forms of technology (See Table 20, page 160). The assessment has been informed be Practice Guidance: Planning for Renewable and Low Carbon Energy – A Toolkit for The assessment estimates the current and future energy demands of the Coun progress in meeting these demands from local low carbon energy generation ass
			land within the County Borough boundary has been subject to a resource assessn for renewable and low carbon energy project deployment from a resource perspect
			Future Wales identifies Bridgend as a 'Priority Area for District Heat Networks' and r to identify opportunities for District Heat Networks and plan positively for their imp Local Area Energy Strategy and Renewable Energy Assessment identifies thos suitable for development for district heat, hybrid and electric-heating solutions in levels of targeted fabric retrofit.
			Policy PLA3 sets out that a future planning application must be accompanied by a demonstrates that the most sustainable heating and cooling systems have been see consideration of the proposed system as a whole, including the impact of its greenhouse gas emissions. The Renewable Energy Assessment (See Appendix suitable for installing a new District Heat Network. If this development requirement is technically unviable then development proposals must follow the sequential apprheating technologies in accordance with ENT10.
520	Will the new residents realise they are part	Concerns	Comments noted. A future planning application must be accompanied by ar
	of BCBC's green experiment and act	regarding District	demonstrates that the most sustainable heating and cooling systems have been set

buth Wales, the availability of d from both Welsh and English eliant, for supplies, on marinecardiff).

es alongside complementary itilisation of the heat produced s. The co-location of waste ported, subject to the criteria

Council's Waste Management extent and nature of facilities velopment.

orities to develop an evidence blicies. As such, a Renewable e contribution that the County nergy targets through various d by The Welsh Government's or Planners, September 2015.

unty Borough, along with the ssets. Against this backdrop, sment to identify the potential active.

d requires planning authorities mplementation. The Bridgend nose areas considered to be in combination with different

y an 'Energy Masterplan' that selected. This should include its component materials on dix 14) identified this site as it is proven to be financially or proach to identify low carbon

an 'Energy Masterplan' that selected. This should include

	essentianty 0. The District Heat Net		annisher the second sector of a sector for the second sector of the second sector se
	accordingly ? The District Heat Network, proposed for sandy Bay is evidently still at an early stage, as no definite information on its viability or cost is available. If it is found unsuitable, the development could be connected to the Nottage Primary sub-	Heating / Nottage Primary sub- station	consideration of the proposed system as a whole, including the impact of its greenhouse gas emissions. The Renewable Energy Assessment recommends cons District Heat Network on this site. If this development requirement is proven to I unviable then development proposals must follow the sequential approach to it technologies in accordance with ENT10.
	station, at a cost of £1.1 million. BCBC cannot afford to cut grass or keep toilets open, so the LDP may have created a huge potential problem for anyone buying a new home by the sea.		In terms of the connection to Nottage Primary sub-station, the cost of such a connect £1.1 million and has factored into site-specific viability testing for the site of which is viable.
848	No	No changes proposed	Comments noted.
140 5	Any new housing should reflect the most up to date energy conservation and design initiatives with the potential of widespread use of solar panels.	Any new housing should reflect the most up to date energy conservation and design initiatives with the potential of widespread use of solar panels	Comments noted. The Council recognises the significant role of renewable energy h undertaken a Renewable Energy Assessment (See Appendix 17). The Assessmen future energy demands of the County Borough, along with the progress in meeting low carbon energy generation assets. Against this backdrop, land within the Cou been subject to a resource assessment to identify the potential for renewable and deployment from a resource perspective. A number of technologies have been of energy, ground mounted solar pv, biomass energy, energy from waste, hydrop integrated solar pv.
			The Council has set ambitious renewable energy deployment targets to maximise available within the County Borough. In order to reduce future energy demand introduced that seek to maximise the energy efficiency of new development, integ wider development proposals, and ensure that low carbon heating systems are inst
149 6	I fully support the efforts being made. Cars will change to electric but will still need parking. People will not change. A Park and Ride will NOT suffice with family groups carrying tents, pushchairs, deckchairs,	Concerns regarding parking in Porthcawl	Comments noted. In terms of the proposed park and ride facility in Pyle, whilst it is the short term due to the limits of the current City Deal funding programme, the sch goal for the authority. However, funding will be invested into the proposed bus termin Lake which will link in with the wider regional Metro network for visitors and residen
	windbreakers, picnics, parasols etc to the beach. Porthcawl re-cycling centre had a board up informing users of 98% recycling achieved, which is already close to maximum achievement.		The authority has a strong desire to facilitate and actively encourage a modal shir public transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' may also be located along the Po as a boulevard where visitors and locals could arrive at, and depart from the regene The location of the bus terminus will enable access towards the waterfront and also the has also undertaken feasibility work to explore proposals to deliver a bus term regeneration area. The bus terminus project is being brought forward in connection Metro Plus project and is seen as a key element of the wider regeneration plans.
104 0	Sustainable building methods and ongoing reduction of energy use and waste production are supported.	Support for policies	Support noted.
51	Policy needs to include reusing materials from buildings cleared from a site into the new build e.g. slate from roofs, stone etc. New builds required or at least a % to have electric charging points for cars integrated into the build as standard. Carbon capturing road surfaces or recycled materials used.	Concerns in relation to recycling of construction material and electric charging points.	Comments noted. All development will be required to comply with Strategic P Sustainable Place Making (See Page 60), whereby development must contribu attractive, sustainable places that support active and healthy lives and enhance th are located, whilst having full regard to the natural, historic and built environment applications will be required to be supported through the submission of approprint information to demonstrate compliance with the criteria set out by Policy SP3. Such to the climate emergency by reducing energy demands and maximising opportu- carbon energy generation, incorporating resource efficient/adaptable buildings and

its component materials on insidering installation of a new b be financially or technically identify low carbon heating

ection is estimated to be circa is considered to be financially

y has to play. The Council has ent estimates the current and ing these demands from local ounty Borough boundary has nd low carbon energy project n considered, including, wind ropower energy and building

se the use of local resources nd, strict policies have been egrate energy generation into nstalled.

is not likely to be delivered in cheme will remain a long term minus being developed at Salt ents.

shift towards increased use of yell as being part of the wider Portway of which will function neration site and town centre. to the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

Policy 3: Good Design and bute to creating high quality, the community in which they nent. As such future planning opriate design and technical ich criteria include responding rtunities for renewable or low and layouts using sustainable

100			 design and construction techniques. SP3 also requires making sustainable use of reland water, and adopt circular economy principles that: prioritise locally sourced conreduce transport emissions; Demonstrate that consideration has been given to the aggregates or materials before using primary materials to help ensure the availabiliterm. Guidance relating to electric charging points will be subject to a future strategy an Guidance. Furthermore, costings of electric charging points have been factored Appendix 32).
102 0	The plan pay lip service to this.		Comments noted
121	Members acknowledge the excellent record BCBC has for recycling. However, Members agree that larger recycling depots may be needed due to the queues at the centres, especially throughout the summer months.	No changes – more recycling facilities required	 Policy SP15 of the Replacement LDP provides criteria against which, proposals for be assessed. The number of recycling facilities has grown dramatically in recent years as a rest targets to reduce disposal to landfill. This trend is likely to continue throughout th waste processing has elements of B1/B2/B8 use, capacity on existing industrial est accommodate demand for such facilities in line with TAN 21 and the Regional Waste are encouraged to locate on existing sites which generally have suitable infrastruct this nature. This also enables, where appropriate, the sharing of energy produced processes to adjoining industrial users or to appropriate receptors within the wider users.
71	Again . lets hope promises are fulfilled and not just empty promises as happens many times, resulting in a loss of faith in Developers and Council	No changes proposed	Comments noted.

ID	Comment	Summary of	Council response
		changes being	
		sought/proposed	
47	The preamble mentions: "The special and	The RLDP as	Comments noted. The Strategy acknowledges that the County Borough has a rich
	unique characteristics of the natural and	presented is	a broad range of species, habitats and unique, rich landscapes. Policies within the
	built environment help attract investment,	completely out of	refreshed and updated from the existing LDP and will continue to protect the count
	promote the county as a tourist location and	accord with these	line with national planning policy and the Environment Act 2016. These policies
	provide cultural experiences and healthy	objectives for	countryside, special landscape areas, local / regional nature conservation site
	lifestyles for its communities preserving	Porthcawl and will	development, green infrastructure, nature conservation and natural resources prote
	landscapes and seascapes Minimise	have a net	
	impact on biodiversity Promoting net	negative impact no	As part of the technical supporting evidence base accompanying the Deposit Plan,
	gains in bio diversity". The RLDP as	matter how	an updated detailed audit of existing outdoor sports and children's playspace acros
	presented is completely out of accord with these objectives for Porthcawl and will have	imaginatively designed 900 new	Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings justifying the provision of new facilities and/or remedying local deficiencies in provision
	a net negative impact no matter how	houses may be	means of safeguarding and enhancing existing facilities as appropriate.
	imaginatively designed 900 new houses	nouses may be	
	may be.		Additionally, the Council has undertaken a Green Infrastructure Assessment (See
			shape the planning and delivery of green infrastructure throughout the County E
			summaries the findings of the detailed 'audit' of the provision of Outdoor Sports an
			within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a
			to include green infrastructure assets (such as allotments, cemeteries, woodland

f natural resources, including construction materials to help he use of secondary recycled ability of materials in the long

and Supplementary Planning ed into viability testing (See

for new recycling facilities will

esult of national and regional the plan period and as most estates has been assessed to te Plan. Hence, such facilities ructure to support facilities of ced from waste management r urban area.

ch and varied biodiversity with the Deposit Plan have been inty borough's environment in es cover development in the sites, trees, hedgerows and otection and public health.

n, the Council has undertaken oss the County Borough (See gs can be used as means of ovision. It can also be used as

ee Appendix 23) to guide and / Borough. The assessment and Children's Playing Space o adopting a holistic approach inds, broad habitats) and the

			Integrated Network Maps. As such the assessment will provide a mechanism to forms an integral and significant part of development and wider infrastructure property
			Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensuring that individual green as possible and integrated into any new development.
			In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spe masterplan development principles and development requirements. Such require retain and provide suitable buffers to habitats, particularly hedgerows, trees (incl Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 and Outdoor Recreation
100			Development Supplementary Planning Guidance.
480	What about "empty and disused property" - some are an eyesore and a health hazard - how do you plan to deal with this ? Also there are lots of "historic" buildings in the area is there a plan to fund restoration work	Concerns regarding empty and disused properties / history buildings	Comments noted. In terms of empty properties, the Council has identified empty h of capacity as set out in an Urban Capacity Study 2020 (See Appendix 29). Its reco an important contribution to the overall housing land supply, as such, have contribu- set out in the Deposit Plan (See Table 7).
	for listed buildings?	buildings	In terms of historic buildings, whilst it is beyond the scope of the LDP to provi buildings, Policy DNP10 (See Page 210) will ensure that the character of histo including listed buildings will be safeguarded and conserved and change mar architectural and historic or archaeological interest and their settings are preserved
520	Building on the seafront cannot enhance its beauty.	Building on the seafront cannot enhance its beauty	Comments noted. Comments noted. The Deposit Plan has been underpinned thromost appropriate scale of economic growth and housing provision, all of which his informed, evidence based judgements regarding need, demand and supply far Background Paper 2: Preferred Strategy Strategic Growth Options). A range of gewhole Replacement LDP period have been analysed and discussed within the Background Paper. This has considered how the County Borough's demographic from 2018-2033 and informed the most appropriate response for the Replacement LDP identifies an appropriate plan requirement to enable a bala employment provision that will achieve sustainable patterns of growth, support maximise viable affordable housing delivery.
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existing Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield developments accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land.
			The Replacement LDP apportions sustainable growth towards settlements that alress services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a comprehen Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of growth, demonstrating capacity for sustainable growth based on its accessibility, a employment provision in the context of its existing population base.

o ensure green infrastructure posals.

naintain, protect and enhance ssets are retained wherever

becific requirements including rements will ensure that sites cluding Ancient and/or Semibr recreation facilities will be on Facilities and New Housing

homes as a potential source cognised that such sites make buted to windfall provision as

vide funding to restore listed toric buildings and structures anaged so that their special ed.

rough the identification of the have been based upon well factors (See Appendix 42 – growth scenarios across the he Strategic Growth Options ic situation is likely to change acement LDP. As such the lanced level of housing and oort existing settlements and

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as ent opportunities within these Wales and seeks to minimise

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ensive range of variables the of supporting regeneration-led r, availability of amenities and

			The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously cor 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general I uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studi deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As part of the proposed allocation of Porthcawl Waterfront, development will requirements including masterplan development principles and placemaking prin PLA1 – Page 63). The provision of new residential units, including affordable dwellii of other vital regeneration requirements comprising flood defences, public open space travel links plus education, retail and community facility provision. As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is an underutilised prominent seafront position. The regeneration site is allocated for a residential-led, deliver up to 1,115 dwellings with associated facilities, including tourism, open s terminus and community provision. Policy PLA1 details the site-specific requirem development principles and development requirements to enable its implementati Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified within S within SP2. Delivery of the site will prove fundamental in achieving the Repla Objectives for the County Borough. The assessment concludes that the development would not have an Landscape/Seascape of Porthcawl, subject to appropriate design responses beir design stage. The assessment recognises that the development would not have an Landscape/Seascape of Porthcawl, subject to appropriate design responses beir design stage. The assessment recognises that the development would not have an Landscape/Seascape
			incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that developm with its proposed range of land uses will likely produce a wide range of significant b
573	PLA3 - this proposal would be in clear violation of the matters discussed here.	Concerns regarding PLA3: Land West of Bridgend	The Deposit Plan has been prepared in accordance with Welsh Government D (Edition 3). It contains guidance on how to prepare, monitor and revise a develop robust evidence to ensure that plans are effective and deliverable and contribute to national policy set out in Planning Policy Wales (PPW).
			The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Options). A range of growth scenarios across the whole Replacement LDP period

te has been assessed against consulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed

Il be subject to site-specific rinciples (See Deposit Policy ellings, will enable the delivery pace, leisure, enhanced active

ed brownfield site occupying a d, mixed use scheme that will space, leisure, retail, a bus ements including masterplan ation, in accordance with the n SP1 and allocation identified blacement LDP's Vision and

be and Visual Appraisal of the eight and density parameters.

a adverse impact on the eing incorporated at detailed ose a dramatic and positive nced accessible open spaces iderations will be undertaken, be and visual assessment that

the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to ment of Porthcawl Waterfront t beneficial effects.

Development Plans Manual opment plan, underpinned by to placemaking, as defined in

iate scale of economic growth based judgements regarding red Strategy Strategic Growth riod have been analysed and

520	Building houses on Sandy Bay an area	Concerns	discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an ar to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developmen periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existi Maesteg and the Llynfi Valley are still denoted as regeneration priorities thr Regeneration Growth Areas. The ongoing commitment to brownfield developmen settlements accords with the site-search sequence outlined in Planning Policy W2 developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield land in other settlements (notabl Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implerm housing in high need areas and ensure the County Borough's future housing requir The Replacement LDP apportions sustainable growth towards settlements that altre services, facilities and employment opportunities and are most conducive to development. As such, a Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment for 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously cor 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general uses, existing use(s), accessibility, physical character, environment constrair promoters were asked to prepar
520	Building houses on Sandy Bay, an area donated to its residents for leisure purposes only contradicts this aspiration, as would developing the Wilderness.	Concerns regarding Strategic Allocation PLA1: Porthcawl	In terms of open space, Policy PLA1 requires development of Porthcawl Water Infrastructure and Outdoor Recreation Facilities of which are to be delivered in according and Outdoor Recreation Facilities and New Housing Development Supplementary I
520	BCBC created a wasteland at Sandy Bay when the successful caravan site there was closed in 2001. Since then the site has been abandoned and left to the windblown sand.	BCBC created a wasteland at Sandy Bay when the successful caravan site there	Comments noted. It's acknowledged that the site has been allocated in the existing coming forward. However, before being 'rolled forward' into the Deposit Plan, Portho to robust re-assessment of its sustainability, deliverability and viability credentials. T change in circumstances to demonstrate the site can be delivered over the Re indicated within the housing trajectory. The Council has now purchased and has total

considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against consulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed

will be required (See Deposit and new areas of public open rt of Laleston Meadows SINC ain a strategic green corridor r of these settlements whilst

terfront to incorporate Green ccordance with Policy COM10 by Planning Guidance.

ng LDP for some time without thcawl Waterfront was subject There has been a substantial Replacement LDP period, as otal control over Phase 1 (Salt

		was closed in 2001. Since then the site has been abandoned and left to the windblown sand	Lake), coastal defence works are progressing on site and are due to be comp Partnership options are currently being explored in order to bring forward dev commenced in relation to procurement mechanisms and a formal procuremen commence shortly. Phase 2 (Sandy Bay / Coney Beach) is being jointly promoted be owner and a significant majority of the site is not reliant on coastal defence work owners agreement is in place, a disposal strategy is being finalised and the site is market shortly. With Phase 1 and Phase 2 now running in parallel, there is now no r be unable to progress and come forward together, as further evidenced by deliverability evidence.
848	No	No changes proposed.	Comments noted.
140	The strategy states 'appropriate	Any development	Comments noted. The Strategy acknowledges that the County Borough has a rich
5	development will need to conserve and enhance valued countryside, landscapes, seascapes and significant geological sites'. PTC would wish to see any development fully complying with these policies.	should fully comply with the natural and built	a broad range of species, habitats and unique, rich landscapes. Policies within the refreshed and updated from the existing LDP and will continue to protect the count line with national planning policy and the Environment Act 2016. These policies countryside (Page 186), special landscape areas (Page 191), local / regional natu 193), trees, hedgerows and development (Page 196), green infrastructure (Page 2 protection and public health (Page 203).
			The Council has also undertaken a Green Infrastructure Assessment (See Appent the planning and delivery of green infrastructure throughout the County Borough. The findings of the detailed 'audit' of the provision of Outdoor Sports and Children County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a green infrastructure assets (such as allotments, cemeteries, woodlands, broad h Network Maps. As such the assessment will provide a mechanism to ensure gra integral and significant part of development and wider infrastructure proposals.
			Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensuring that individual green ass possible and integrated into any new development.
			The Strategy also recognises the importance of the Historic Environment and its's fur and natural placemaking through the planning system. The historic environment we and, where appropriate, promoted and enhanced. The impact of any development p and heritage values of individual historic assets, their setting and their contribution character will be required to be fully considered by applicants through the preparassessment and statement as part of the planning process, as outlined by Strat Development Management Policy DNP10 (Page 210) seeks to ensure that, whe affects a listed building or its setting, special regard must be had to the desirability or its setting, or any features of special architectural or historic interest which in Management Policy DNP11 (Page 213) ensures that development within or adjacer only be permitted if it would preserve or enhance the character and appearance of setting.
149 6	Sandy Bay, in its entirety, is covered by the 1937 Health and Physical Training Act, a condition of hte CPO in 1947 by Porthcawl Urban District Council (PUDC). There is a vast amount of flora and fauna, including protected species - sand lizards, smooth snakes, adders, slow works and recently	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comment noted. As set out by Policy PLA1 (See Page 63), Porthcawl Waterfront is site occupying a prominent seafront position. The regeneration site is allocated for scheme that will deliver up to 1,115 dwellings with associated facilities, including to retail, a bus terminus and community provision. Policy PLA1 details the site-spe masterplan development principles and development requirements to enable its imp with the Growth (See Appendix 42) and Spatial Strategy (See Appendix 43) identified

npleted by the end of 2022. evelopment, initial work has ent exercise is scheduled to d by the Council and a private orks to come forward. A lande is likely to be brought to the preason why both phases will by the extensive supporting

ch and varied biodiversity with the Deposit Plan have been inty borough's environment in es cover development in the ture conservation sites (Page e 201), and natural resources

endix 23) to guide and shape The assessment summaries en's Playing Space within the a holistic approach to include habitats) and the Integrated green infrastructure forms an

naintain, protect and enhance ssets are retained wherever

fundamental role in distinctive t will be protected, conserved at proposal on the significance on to local distinctiveness and paration of a heritage impact ategic Policy 18 (Page 208). here a development proposal lity of preserving the building, n it possesses. Development ent to a conservation area will of the conservation area or its

is an underutilised brownfield or a residential-led, mixed use tourism, open space, leisure, becific requirements including mplementation, in accordance ified within SP1 and allocation

spotted black smooth spakes a highly	identified within SP2 Delivery of the site will prove fundamental in achieving the Pen
spotted black smooth snakes, a highly protected species. Sandy Bay has ancient	identified within SP2. Delivery of the site will prove fundamental in achieving the Rep Objectives for the County Borough.
Sand Dunes. In the 1950's PUDC had	
surveyors do a survey. They reported that	The Strategy acknowledges that the County Borough has a rich and varied biodive
blown sand reached the first storey	species, habitats and unique, rich landscapes. Policies within the Deposit Plan
windows, up to 10 feet high, of the houses	updated from the existing LDP and will continue to protect the county borough's enviro
in New Road. Caravans and campers have	planning policy and the Environment Act 2016. In terms of the potential environm
to have the roads dug of sand twice a week	Waterfront, a Phase 1 Habitat Survey has been undertaken, of which robustly
5	constraints may exist within the site. The findings indicate that the proposed develo
by a heavy plant digger machine. The land known as the 'model village/monster park' is	
to be CPO'd for access to Sandy Bay area.	adverse impact. Whilst further surveys will be undertaken, the proposed develor unacceptably constrained by biodiversity and nature conservation issues.
The model village land has mature,	
historical trees, over 100 years old, which	In respect of the Relic Dunes, they are considered to provide a counterpoint to the g
are the only trees on the Coastal front of	It provides a natural environment abutting the Bay to encourage ecosystem resilie
BCBC Borough and supports a colon of	provide protection against coastal flooding. Therefore, the management of this hab
owls, bats and many other species of birds,	this natural coastal management asset. The Relic Dunes are a nationally protected
which nest in the cracks and the holes of the	to continue to conserve and enhance this habitat, whilst also recognising that the dur
aged trees. Also, many insects thrive there	risk management asset. No significant effects are deemed likely as a result of devel
along with ground feeders, such as mice,	Tisk management asset. No significant effects are deemed likely as a result of devel
which the birds feed on. To destroy this	Furthermore, Policy PLA1 will also ensure that green infrastructure can be incorpora
habitat goes against the Environmental Act.	of future detailed proposals across the regeneration area. There are a number of
The issue has already coursed anger with	infrastructure design that could be incorporated as part of future development with
the community of Porthcawl, by the illegal	including the following:
felling of mature trees, which houses bats,	 Create an extensive viable network of green corridors and natural habitat through the second s
owls, and other protected species, at the	which connects larger or more expansive open spaces for both people and w
development of St Johns School, Newton,	existing site assets;
Porthcawl. The fines becoming just a job	 Provide pleasant, safe and linear routes for active travel such as walking and one
cook. I would like a investigation by	and health promotion;
'Natural Resources Wales' and Owl and Bat	 Ensure where possible streets and roads are tree-lined or contain soft landsc
Protection Societies. NRW should carry out	character, habitats and species within the area;
an in depth environmental impact survey.	 Utilise SUDs to provide additional multi use green space and enhance conne
The loss of any wooded area would have an	enhanced for biodiversity;
impact on combating Co2 omissions, which	 Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the
BCBC have signed up to cut to zero by	 Harvest, store and re-use rainwater in low carbon systems;
2030, as stated earlier in the LDP. There	 Create natural green spaces and wild or free play areas in the urban setting;
is intention, by BCBC, to CPO the model	 Create a network of streets, open spaces and parks, with safe and legible route
village before the LDP Consultation is	and schools;
complete, thereby, predetermining the	 Enhance the transport system and help reduce effects of air pollution through
consultation outcome. This needs legal	priority habitat, hedgerow, wildflower rich or rough grassland;
investigation. here is intention, by BCBC,	 Provide public access to green infrastructure assets where appropriate; and
to CPO the model village for economic	 Incorporate insect attracting plants, hedgerows, log piles, loggaries and other
benefit to a private company / owner. This	wildlife refuge/hibernation within structural landscaping and open spaces.
needs legal investigation.	
noodo logal invooligation.	Additionally, the Council have prepared a Sustainability Appraisal (SA) to inform the
	Appendix 9) of which was carried out to identify the likely significant environment
	effects from the Deposit Plan. It also considers whether any mitigation and enhance
	incorporated within the Replacement LDP to ensure the avoidance of likely signific
	enhance the effectiveness of the plan. The findings of the SA indicate that development
	with its proposed range of land uses will likely produce a wide range of significant be

eplacement LDP's Vision and

versity with a broad range of in have been refreshed and vironment in line with national mental impact on Porthcawl ly determines what ecology elopment would not have any velopment of the site is not

e generally hard urban edges. silience. The dunes currently abitat will create resilience in ed habitat and the council will dunes act as a natural coastal velopment.

prated as an intrinsic element of potential options for green within the regeneration area

hroughout development wildlife designed around

d cycling for utility, recreation

scaping appropriate to local

nectivity between habitats for

e species within the area;

routes linking them to homes

igh the provision of verges of

ner places of shelter for

the Replacement LDP (See ental and wider sustainability acement measures should be ficant adverse effects and to ment of Porthcawl Waterfront beneficial effects.

	1		
			The Council is the freehold owner of most of the land to be used in the development occupied and derelict. The local authority has entered into an Agreement with the or areas of land to be used in the development. The Agreement requires the joint man the larger area of land to be used for the development to either a single or to multip therefore aims to work jointly with those developers to improve the quality of life otherwise involved in the community life of their area.
			The former Sandy Bay Caravan Park which forms the majority of the land owned intended for development was acquired by the Council for the purposes of public was in section 164 of the Public Health Act 1875, and section 4 of the Physical Training The acquisition took place following the confirmation of the Porthcawl Urban (N Confirmation Order 1948 which authorised compulsory purchase acquisition of the land is accordingly held pursuant to a statutory trust imposed by section 10 of the allow, and with a view to, the enjoyment thereof by the public as an open space with Act.
			The Council wishes to transfer the land from its current use to a use for planning known as land appropriation. Under Section 246 of the Town and Country Planning A means reference to any purposes for which land can be acquired under (in part) Section the Town and Country Planning Act.
			The Council has a general power to appropriate land under the provisions of Government Act 1972. Under this section a Council may appropriate land owned longer required for the purpose for which it is held for any other purpose for which t statute to acquire land. The Council is authorised to acquire land under Sections 226 of acquisition) and 227 (by agreement) of the Town and Country Planning Act 1990
			In reaching a decision to appropriate land the Council must decide that the land is purpose for which it is currently held and in making that decision the Council must within the area for the existing use. This report gives a detailed outline of the dev area including the Council's land. The Council's land is required for purposes of de and improvement.
			Further detail can be found on Meeting of Cabinet Agenda item 692 (Tuesday, https://democratic.Bridgend.gov.uk/ieListDocuments.aspx?Cld=141&Mld
104 0	The actual site allocations within the LDP and the housing numbers suggested do not comply with the aims stated above.	Housing allocations out of accord with policy aims	Comments noted. The Deposit Plan has been underpinned by the identification of of economic growth and housing provision, all of which have been based upon wel judgements regarding need, demand and supply factors (See Appendix 42 – Back Strategy Strategic Growth Options). A range of growth scenarios across the whole have been analysed and discussed within the Strategic Growth Options Bac considered how the County Borough's demographic situation is likely to change fro the most appropriate response for the Replacement LDP. As such the Repla appropriate plan requirement to enable a balanced level of housing and employmen sustainable patterns of growth, support existing settlements and maximise viable af
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existing Maesteg and the Llynfi Valley are still denoted as regeneration priorities through the strategy and the stategy and the stategy are still denoted as regeneration priorities through the stategy and the stategy are still denoted as regeneration priorities through the stategy and the stategy are still denoted as regeneration priorities through the stategy and the stategy are still denoted as regeneration priorities through the stategy and the stategy are still denoted as regeneration priorities through the stategy are still denoted as regeneration priorities through the stategy are still denoted as regeneration priorities through the stategy are still denoted as regeneration priorities through the stategy are still denoted as regeneration priorities through the stategy are still denoted as regeneration priorities through the stategy are still denoted as regeneration priorities through the stategy are still denoted as the stategy are s

ment. Much of the land is une owner of another substantial arketing and disposal of all of ltiple developers. The Council ife of those living, working or

ed by the Council in the area walks, being purposes set out ing and Recreation Act 1937. (Newton) Recreation Ground e land for those purposes. The he Open Spaces Act 1906 to vithin the meaning of the 1906

ng purposes. This process is g Act 1990 planning purposes Section 226 and Section 227

of Section 122 of the Local ed by the Council which is no in the Council is authorised by 26 (using compulsory powers 90.

I is no longer required for the nust consider the public need evelopment proposals for the development, re development

ay, 20th July, 2021, 14:30) -

of the most appropriate scale vell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period ackground Paper. This has from 2018-2033 and informed blacement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as

Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howeve success in delivering development on brownfield land in other settlements (notably Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing require
The Replacement LDP apportions sustainable growth towards settlements that alress services, facilities and employment opportunities and are most conducive to e development. As such, a Settlement Assessment has been undertaken (See Approximately sustainable settlement hierarchy. Based upon the consideration of a comprehe sustainable growth will be appropriately directed towards the Main Settlements of Brwith the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
The plan preparation has involved the assessment of 171 sites. Each candidate site I the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general luses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan.
The Strategy acknowledges that the County Borough has a rich and varied biodivers species, habitats and unique, rich landscapes. Policies within the Deposit Plan updated from the existing LDP and will continue to protect the county borough's environment planning policy and the Environment Act 2016. These policies cover development landscape areas, local / regional nature conservation sites, trees, hedgerows infrastructure, nature conservation and natural resources protection and public heat sustainable, it needs to be soundly based on good environmental assessments, a controlled with regard to its environmental impact, in order to conserve and enhanced.
There is clear guidance and legislation with regard to the protection of species a legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Plastatutory requirements are set out in Section 61 of the Planning and Compulsor Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2 and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Se Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN legislation.
To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strated biodiversity and resilience of the County Borough's ecosystems through native sp location of development, the creation of green corridors, and open space manage biodiversity and resilience considerations are taken into account at an early stage preparation and when proposing or considering development proposals. All reasonal maintain and enhance biodiversity and promote the resilience of ecosystems and with the wider social needs of local communities. Only in exceptional circumstance interest, will new development be located where it may have an adverse impact of

nt opportunities within these /ales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys ining. Additional viable and ment SP1, deliver affordable irements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined location, neighbouring land ints and opportunities. Site dies to demonstrate the site's at, only those sites deemed

versity with a broad range of n have been refreshed and vironment in line with national nt in the countryside, special vs and development, green ealth. For development to be and to be well planned and nee biodiversity.

and habitats recognised in Planning. The most relevant ory Purchase Act 2004, the t 2016 Section 6 Biodiversity Section 11 of the Countryside N5 lists all the other relevant

egy will seek to enhance the species landscaping, careful agement. It is important that ge in both development plan nable steps must be taken to d these should be balanced ces, where it is in the public on sites designated for their

			importance for nature conservation. Robust mitigation and compensation will a situation is unavoidable, in line with considered advice from statutory and advisory
			The Environment Act (Section 6) sets out a framework for planning authorities biodiversity to provide a net benefit for biodiversity through a proactive and resilier and DNP6 of the LDP set the framework to deliver on this premise, as set out in P (LDP) will be revised to ensure it is based on a net benefit approach to achieve the
			In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spectra masterplan development principles and development requirements. Such requirements and provide suitable buffers to habitats, particularly hedgerows, trees (inclue Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 and Outdoor Recreation Development Supplementary Planning Guidance.
			The Replacement LDP is accompanied by a SA Report (incorporating SEA) to ass and significant environmental effects of all substantive component within the P allocations, etc.) and any identified reasonable alternatives. This builds directly u including an SA Scoping Report (2018) and an Interim SA Scoping Report (201 Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates SEA, process has informed the development of the Deposit Plan, including the inco- changes within the document. As a result, the SA Report concludes that there is sustainability issues in Deposit Plan, with plan components performing well against identifies strong compatibility between the LDP Vision/Objectives and the SA significant adverse effects (taking account of mitigation in all its forms).
			In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage asse development resulting in adverse effects on the historic environment to be robust general presumption in favour of the preservation or enhancement of listed buildin with a requirement for development not to result in direct adverse effects on Sch there are exceptional circumstances. These issues are grouped under 'Cultural He 14 Sustainability Objectives considered by the SA. The potential for adverse impact and is an important consideration in determining the overall sustainability and thus allocations. Any sustainability impacts would also depend on the scale of development
148 5	PLA1(2) and COM1(2): Impact on "Distinctive and Natural places" "To promote, conserve and enhance the natural, historic and built environment of the County Borough". 5.5.1 of the LDP states	Objection to Strategic Allocation PLA2: Land South of Bridgend (Island	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and r underpinned by robust evidence to ensure that plans are effective and deli placemaking, as defined in national policy set out in Planning Policy Wales (PPW).
	"The special and unique characteristics of the natural and built environment help attract investment, promote the county borough as a tourist location and provide cultural experiences and healthy lifestyles for its communities. Conserving and enhancing the natural and historic environment is therefore a key function of the LDP, although this needs to be balanced with the facilitation of sustainable	Farm) and COM1(2): Craig y Parcau	The Deposit Plan has been underpinned by the identification of the most appropriat and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.

be provided wherever this y organisations.

es to maintain and enhance ient approach. Policies SP17 Policy 9 (NDF). Policy DNP6 nese outcomes.

pecific requirements including rements will ensure that sites cluding Ancient and/or Semipr recreation facilities will be on Facilities and New Housing

Assess the likely sustainability Plan (strategy, policies, site y upon previous SA reporting 019) which accompanied the es how the SA, incorporating accorporation of recommended is good coverage of all key hst the SA Framework. It also A Framework, plus no likely

ut multiple requirements for sets and for the need for any ustly justified. There is also a lings and their settings, along cheduled Monuments, unless Heritage', which is one of the acts on Cultural Heritage was us suitability of candidate site oment proposed.

sh Government Development d revise a development plan, eliverable and contribute to /).

iate scale of economic growth based judgements regarding red Strategy Strategic Growth fod have been analysed and considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

economic growth in order to contribute to The distribution of growth is further evaluated and justified in the Spatial Strategy Options Background Paper the national placemaking objectives of (See Appendix 43 – Background Paper 3). The strategy prioritises the development of land within or on the PPW." 5.5.34 For most development to periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus integrate successfully into its surroundings, on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, implementation of a landscaping scheme Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as will be required. In exceptional Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these circumstances, where development of an settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise incompatible design or scale, or in a developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's location not respecting of the landscape success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys context, is necessary and acceptable, Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and suitable mitigation measures will be deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable required. It is argued that the impact of high housing in high need areas and ensure the County Borough's future housing requirements can be realised. density housing development at Island Farm will most certainly be incompatible The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant with the high landscape values and services, facilities and employment opportunities and are most conducive to enabling transit orientated conservation and tourist attraction area to development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a the south. It is argued that it is not possible sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables to mitigate against the adverse impact that sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along a development of this size and density with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. would have on the SLA landscape context just to the south west of PLA2(2). "The The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against settings of SLAs will be protected with the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (See Appendix consideration of the views from those areas 13 - Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites were examined to the settlements of the County Borough." based on any specific issues they raised in terms of their deliverability, general location, neighbouring land Protections with regard to the SLA uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. Site immediately to the south/west of the Island promoters were asked to prepare and submit a number of technical supporting studies to demonstrate the site's Farm development area should be afforded. deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed The Grade 2* listed structure, New Inn appropriate were included for allocation in the Deposit Plan. As such, candidate sites PS.1 Island Farm & PS.2 Bridge, the Registered Historic Landscape Craig y Parcau were considered appropriate for allocation. Characterisation Areas; HLC 018 (Ogmore) As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to siteimmediately to the south, HLC 012 (Merthyr Mawr) and of course HLC 017 (Ochr Draw specific requirements including masterplan development principles and placemaking principles (See Deposit and Island Farm) as well as the grade 2 Policy PLA2 - Page 67). The provision of new residential units, including affordable dwellings, will be listed Merthyr Mawr House and gardens incorporated alongside a new one entry primary school with co-located nursery, the re-location of Heronsbridge (CADW register of Landscapes, Parks and Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, Gardens of Special Historic Interest in employment and commercial uses. Wales) should also be protected. 5.5.92 states "The special and unique The proposed allocations (PLA2: Land South of Bridgend (Island Farm) / COM1(2): Craig y Parcau) are characteristics and intrinsic qualities of the supported by detailed masterplanning work, including an illustrative block plan to identify a realistic dwelling natural and built environment must be yield on the site's net developable area. The initial Transport Assessment has now been updated to reflect the protected in their own right for historic, final number of dwellings the site is expected to deliver. This identifies the various transport issues relating to scenic, aesthetic and nature conservation the proposed development, and, in combination with the Strategic Transport Assessment, what measures will reasons. These features give places their be taken to deal with the anticipated transport impacts of the scheme. Proposed Policy PLA2 prescribes the unique identity and distinctiveness, whilst appropriate development requirements in relation to all forms of travel. For the avoidance of any doubt, this providing for cultural experiences and number of dwellings does not require the original proposed site boundary to be expanded, rather more efficient healthy lifestyles." The designation of Island use of the existing net developable area. The density and mix of uses proposed is considered appropriate to Farm for 847 houses which is above the 733 support a diverse community and vibrant public realm, whilst generating a critical mass of people to support presented in the developer in their services such as public transport, local shops and schools. In accordance with national planning policy, higher Strategic densities should be encouraged in urban centres and near major public transport nodes or interchanges. Given Transport Appraisal, the site's location within the Primary Key Settlement of the County Borough and the proximity to Bridgend Town demonstrates a lack of intent to afford due

protection by the planning authority, in Centre, this density level is therefore considered appropriate to foster sustainable communities, further promoting such development that would bolstered by the proposed enhancements to the active travel network. negatively impact upon the SLA to the south and west of New Inn Road. It is the view of 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 this council that this size and density of development is in breach of the council's active travel routes as identified in the Existing Route Maps. Consideration of active travel has been key during own policy. COM 6 states: A lower density the master planning of strategic sites in the County Borough. Reference to the Active Routes detailed in Policy of development will only be permitted PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery of any strategic site or where: 1) Design, physical or infrastructure any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle. constraints prevent the minimum density from being achieved; or 2) The minimum The Active Travel Network Maps aim to improve access to key services and facilities including town centres, density would harm the character and employment sites, retail areas and transport hubs, improved access to education facilities such as schools and appearance of the site's surroundings. It is colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. argued that, in the case of Island Farm, both Opportunities will be maximised to further improve upon these routes, providing walking connections which will (1) and (2) apply. Specifically, the character allow integration between new developments and existing communities. of the SLA would be degraded as would the attraction for tourism of the popular and Whilst developments should be encouraged in locations which reduce the need to travel and promote the use nationally unique area of Merthyr Mawr and of sustainable transport, the Council recognises that any development growth will likely result in greater travel its surroundings. In Conclusion: The demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport development of such a large scale and measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) density at PLA2(2) as well as COM1(2) will has been undertaken to consider the impact of plan proposals and help guide and inform the process of irrevocably change the whole character of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The the southern area of Bridgend and technical notes accompanying this assessment demonstrate that the proposed level of development detailed detrimentally impact on areas of high quality within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation. landscape that are recognised in LANDMAP designations and afforded Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be protection via previous LDP policies. It located and designed in a way that minimises the need to travel, reduces dependency on the private car and would also deny future generations the enables sustainable access to employment, education, local services and community facilities. Development opportunity to enjoy green infrastructure will be required to deliver, or contribute towards the provision of, active travel scheme, public transport and biodiversity south of the A48. measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan (See Appendix 29). 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.

The site promoter's Transport Assessment has identified that with exception of the junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 both peak hours, the revised Island Farm and Craig y Parcau proposals will result i all junctions across the assessment network over both the AM and PM peak hour previous consented development proposals on the Island Farm Site. As the constalready considered to be existing on the highway network, this revised scheme v improvements across the local highway network. Previous assessment work or identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close issues in forecast year assessment scenarios both including and excluding the proposals traffic. Although the revised Island Farm and Craig y Parcau propose reductions across these junctions will still likely require mitigation to operate w forecast years. The reduction in flows as a result of the revised Island Farm proposal any mitigation measures implemented can potentially achieve greater capacity imp The revised proposals at the Island Farm and Craig y Parcau sites include three seg onto the local highway network (compared to just two within the consented sch junctions are expected to operate within capacity under the revised Island Farm and An updated assessment at all three identified junctions, and the site access junction of a future supporting Transport Assessment for the revised bard form and An updated assessment at lat have baeis for the assessment (Covid restrictions allowing). In relation to nature/biodiversity, the Strategy acknowledges that the County Bor biodiversity with a broad range of species, habitats and unique, rich landscapes. Plan have been refreshed and updated from the existing LDP and will continue to p environment in line with national planning policy and the Environment Act 2 development in the countryside, special landscape areas, local / regional nature hedgerows and development, green infrastructure, nature conservation and nature public health. For develo
Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Se Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN legislation.
To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strate biodiversity and resilience of the County Borough's ecosystems through native sp location of development, the creation of green corridors, and open space manage biodiversity and resilience considerations are taken into account at an early stage preparation and when proposing or considering development proposals. All reason maintain and enhance biodiversity and promote the resilience of ecosystems and with the wider social needs of local communities. Only in exceptional circumstance interest, will new development be located where it may have an adverse impact of importance for nature conservation. Robust mitigation and compensation will situation is unavoidable, in line with considered advice from statutory and advisory

ne A48 proposed site access 65 / Ewenny Road junction in in lower traffic flows through our periods, compared to the nsented flows are technically will provide traffic reduction on the Island Farm site has se Junction all show capacity the consented Island Farm osals in general bring traffic consideration of background within capacity during future sals however, may mean that provements at each junction. eparate vehicle access points cheme). All three site access and Craig y Parcau proposals. ons will be undertaken as part will ideally include up to date

brough has a rich and varied s. Policies within the Deposit protect the county borough's 2016. These policies cover ure conservation sites, trees, ural resources protection and ased on good environmental al impact, in order to conserve

s and habitats recognised in Planning. The most relevant sory Purchase Act 2004, the ct 2016 Section 6 Biodiversity Section 11 of the Countryside AN5 lists all the other relevant

tegy will seek to enhance the species landscaping, careful agement. It is important that age in both development plan onable steps must be taken to nd these should be balanced nces, where it is in the public t on sites designated for their I be provided wherever this ry organisations.

The Environment Act (Section 6) sets out a framework for planning authorities biodiversity to provide a net benefit for biodiversity through a proactive and resilier and DNP6 of the LDP set the framework to deliver on this premise, as set out in Po (LDP) will be revised to ensure it is based on a net benefit approach to achieve the
It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Islan Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which land within the allocated site. PPW identifies SINC's as local non-statutory protect states that 'Although non-statutory designations carry less weight than statutory des vital contribution to delivering an ecological network for biodiversity and resilient eco be given adequate protection in development plans and the development managen
Existing Consent In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), develor commenced on this site. The Island Farm mixed use development comprising sp office uses was granted Outline planning permission on 14 th March 2012 (P/08/1114 subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that contri- dedication, management plans, contributions and matters relating to travel and mar- with the stadia development. A series of reserved matters consents were granted (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), infrastructure (P/14/824/RES refers). The Outline permission included the standard submission of reserved matters and the commencement of development. The final a was issued on 12 th June 2015.
 The Outline planning permission included approval for the construction of a new train on the A48 that would serve as the primary access to the development site. The however pass through an area of local ecological value – the Island Farm Priss Importance for Nature Conservation (SINC). Under the Conservation and Habita 2010, a conditional European Protected Species Licence was issued. In order to to prevent the new access road from fragmenting the dormice population, the devel and plant the approved 'Green Bridge'. However, access to the site could not be for Green Bridge had been established. Under a non-material amendment to the outlin application P/17/29/FUL, the Council consented a temporary construction access fit Road to allow a sequence of 'enabling works' that had been approved under P/14/38. These 'enabling works' are described as: The setting up of the site facilities via Island Farm Lane and New Inn Road and temporary internal roads for the delivery of earth moving plant to the Undertaking earthworks to form a plateau for the Tennis Centre; Undertaking the earthworks, drainage works and form the sub base tworking from the boundary adjacent to the interconnecting spur with the sub site access road and Technology Drive. Install the incoming services ind the site via Island Farm Lane. Construction access herein to be via Technology Drive.
The aforementioned works were commenced in July 2017 in accordance with the details agreed in relation to the pre-commencement planning conditions. Under planning obligation, the aforementioned works constituted a 'commencement of number of obligations in relation to highway works. A deed of variation to the original 11 th October 2018 which reconciled the enabling works (phase 0) with the original the above, the 'enabling works' constituted a material operation and a lawful constituted a material operation.

es to maintain and enhance ent approach. Policies SP17 Policy 9 (NDF). Policy DNP6 ese outcomes.

and Farm) contains a Site of ich covers 14.03 hectares of cted sites. Paragraph 6.4.20 esignations, they can make a ecosystems, and they should ement process.'

elopment has already lawfully sport/leisure/commercial and 4/OUT). The permission was ntrolled highway works, land anagement plans associated d for an indoor tennis centre,), and highway and drainage rd time limit conditions for the approval of reserved matters

traffic light controlled junction The road construction would isoner of War Camp Site of tats and Species Regulation comply with the licence and reloper proposed to construct formed from the A48 until the line planning permission and from Ewenny Road/New Inn 354/RES and P/14/824/RES.

ad to provide the site facilities ne site;

to the internal access road adjacent Technology Drive; link between the Island Farm nfrastructure that will access chnology Drive;

the above consents and the er the definitions within the of development' triggering a nal agreement was signed on al obligation. On the basis of commencement of reserved

matters consents P/14/354/RES and P/14/824/RES. The works have not been co opinion is that the permissions are extant.
Notwithstanding the extant planning permission, based on the revised mix of uses there is considered to be an overriding need for the development. Re-allocation accommodation of sustainable growth enshrined in placemaking principles, deliver highest need part of the County Borough and enable delivery of two schools on the Heronsbridge Special School. It will also enrich active travel and green infrastructure through creation of a 'green lung' that will connect the site to the Town Cen- Development of this edge of settlement site would accord with the Preferred Strate Primary Key Settlement of the County Borough and make a significant contribu- identified in the LHMA. The site promoter has also provided extensive supporting in site is both viable and deliverable.
Proposed Policy PLA2 prescribes a number of placemaking principles for Land South which are considered instrumental to achieving sustainable places, delivering social and promoting cohesive communities. A final masterplan must be prepared and ag to the sites development to demonstrate how these principles will be delivered in manner. This will need to demonstrate how the development will create a well-conr use urban extension to Bridgend, comprising a number of character areas that in existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing hot facilities, Active Travel Networks and public transport facilities. An illustrative master in the final version of the Replacement LDP to enable all parties to understand how in broad terms, including proposed land uses, access, infrastructure requirements protection. This masterplan will clearly identify the location of the SINC in the context
Ecological mitigation measures already implemented As part of the existing consent, a mitigation strategy was produced in 2009 to development. It was proposed that the SINC and south west field would become a within the new development. Surveys at the site found dormice <i>Muscardinus avella</i> within the woodland and scrub in the SINC and in the hedgerows of the agricultural fi known to be used by bats for foraging and commuting purposes, and the SINC are for lesser horseshoe bats <i>Rhinolophus hipposideros</i> and brown long-eared bats <i>Ple</i>
As part of the development process some areas of these habitats were to be loss remaining areas due to the impacts of the development, including noise and light spill strategy to counter these losses included the creation of new habitats suitable for the habitat design was guided by the requirements of the protected species of which had site. In addition to dormice and bats, a further condition of the existing consent require of Great Crested Newts <i>Triturus cristatus</i> to be taking into account. The habitat design for the consented scheme included:
 Tree and Scrub Planting: translocation and planting new trees and scrup providing an alternative for displaced animals, including dormice, bats, an amphibians. Hedgerow Enhancement: enhancement and translocation of hedgerows from the eastern site boundary has been undertaken, to create continuous hedget the expanded SINC site, and to filter out noise and light from development. continuous flight line for bats and allow dormice to disperse more easily along Bat Roosting Building: a purpose-built bat roost building has been construint field, providing a suitable roost site for both lesser horseshoe and brown lore.

completed but the Council's

es now proposed on the site, tion of this site will enable ver affordable housing in the e site, including relocation of ure networks within Bridgend entre via Newbridge Fields. ategy, channel growth to the bution to the housing need g information to evidence the

th of Bridgend (Island Farm), cially inclusive developments agreed with the Council prior in an appropriately phased innected, sustainable mixedintegrate positively with the housing clusters, community sterplan will also be included ow the site will be developed its, constraints and areas of ext of the wider allocation.

to offset the impacts of the a wildlife conservation area *ellanarius* to be present, both I fields. These areas are also are area contains a roost site *Plecotus auritis*.

lost, and modification to the pillage. Part of the mitigation he relevant species. As such, had the potential to utilise the ired the habitat requirements

crub in the south-west field, and shelter for reptiles and

from the centre of the site to ge lines which help to buffer nt. Additionally, it provides a ong the hedgerows.

ructed within the south-west long-eared bats, which have

	 both been found roosting in the old hut within the SINC. The building was horseshoe key flight line to enable them to rapidly locate it, and also be clos on the Merthyr Mawr and the River Ogmore. Dormouse Nest Boxes: 35 dormouse next boxes placed within the field, to that are to be displaced from other areas of the site. Placed within the hedgerows, at approximately 10m interval. Pond creation: two new ponds have been created within the south-west fie providing habitat for Great Crested Newts. Grassland Creation: rough grassland created around the pond to mitigate lot ecological appraisal of the site has been prepared by Ethos Environmental Planning To establish baseline ecological conditions and determine the importance of within the specified area; To identify the existing habitats on site; To identify any further surveys are required with regards to protected habitat To identify any key ecological constraints and make recommendations for significant effects on important ecological features/ resources.
	General habitat – Existing The site was found to be comprised predominately of arable land in its winter stubble noted. The arable field margins provide good habitat for a range of species and buff There were numerous hedgerows across the site which ranged from mature hedge coppice, to intensively managed species-poor hedgerows which dissected the ara had been translocated recently to the eastern boundary and appeared to show new
	Two ponds which were created as part of the previous applications' ecological minimover, neither was holding much water. Whilst there was very limited aquation vegetation in the immediate area included large swathes of tall ruderal and ephemered
	Part of the site, in the northern section, was designated as a SINC partially due to woodland and scrub. This area is proposed for retention within the current masterpla access road. Part of the site had been subject to clearance to enable works from proposals. The area cleared was not withing the SINC identified on site. Detailed su consider the botanical diversity of this area.
	Part of the area was brownfield land and whilst it was not an appropriate time of yea apparent that there were varied nutrient levels and areas of disturbed ground which botanical diversity.
	Built structures were also noted. These included 'Hut 9' a former prisoner of war cam within the woodland in the north of the site and a dedicated bat roost located in the
	A number of sink holes were noted across the site. These ranged from those which had for a long period of time and had mature trees growing within them, to those very comprising of small areas of collapsed earth.

as constructed on the lesser ose to good feeding habitats

o provide shelter for dormice e north-east and south-east

field, with the primary aim of

loss of existing grassland.

f Bridgend (Island Farm), an ng in order to: of ecological features present

itats or species; and for design options to avoid

le with very few plant species uffer the existing hedgerows. gerows with trees and hazel rable fields. Two hedgerows w growth.

mitigation works were noted; atic vegetation in the pond, neral/short perennial.

to the mosaic of grassland, blan, with the exception of an m the previous development surveys will be undertaken to

ear for botany surveys, it was h are likely to result in higher

mp from World War 2 located e south-west of the site.

had apparently been present y recently emerging and just

	Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furth consideration will need to be given to impacts on the SINC, and habitat – ancie woodland. As such the ecological appraisal also considered the following species: <u>Dormouse</u> The site contains hedgerows and woodland of which were assessed to hold hig previous surveys identified the presence of dormice within the SINC located in th therefore assessed that further surveys would be required to update the status of the to inform detailed proposals for the site. <u>Riparian mammals</u> The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with water vole found south of the site. However, the previous surveys identified no evic within the development area. Considering the presence of previous records in the directly adjacent to the site, it is recommended surveys are undertaken for these prote detailed proposals for the site. <u>Great crested newt</u> The previous surveys assessed the ponds to be unsuitable for great crested newt absent from the site. Since then, it is understood that the previously surveyed ponc new wildlife ponds created in the south-west of the main site area. The two water I walkover had relatively low water levels and limited aquatic vegetation. The curr retention and protection of the ponds. Nevertheless, they could provide suitable bree and it is recommended that a Habitat Suitability Index of each of the ponds within 50 to inform detailed planning application. <u>Birds</u> There was a mix of permanent pasture and arable land providing suitable habitat for hedgerows and their margins within the fields was assessed to provide potential birds. The woodland, hedgerows, scrub and scattered trees were assessed to have birds have been recommended within section 5 to inform detailed proposals for the site. Fu birds have been recommended within section 5 to inform detailed proposals for the site. Fu birds have been recommended within section 5 to inform detailed proposals for the site. Furthead was assessed to the weithin
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to protected species (Hazel inthermore, NRW states that cient mature hedgerows and

high value for dormice. The the north of the site. It was f the site for this species and

with records of both otter and vidence of riparian mammals he area and suitable habitat otected species and to inform

vt (GCN) and that GCN were nds have been removed and r bodies identified during the urrent proposals indicate the eeding habitat for amphibians 500m of the development site

t for farmland birds. Also, the al habitat for ground nesting ve high potential for breeding Further surveys for breeding he site.

red bats within Hut 9 in the bat roost has been created in Craig-Y-Parcau area were in were visible for the external ore, it was assessed that an for roosting bats. Additionally, es contained woodland and bats may provide potential ed which could have potential

<u>Badgers</u> The habitats on site were comprised of woodland, grassland and arable land which badgers. However, it should be noted that the previous survey identified badgers to
<u>Reptiles</u> Much of the site was comprised of arable land and agriculturally intensified gras potential for reptiles. The key features were assessed to be the sections of grasslan woodland edges. The site was comprised of common and widespread habitats prov 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 n significantly since 2011's survey and therefore still qualifies as a SINC. The small field to the south-east is worth removing from the citation as it is isolated and does site's value. The woodland varies in quality but appears to offer habitat for dormic numerous woodland indicator species. The grassland is not particularly species-ric whole. The site suffers from antisocial behaviour including fly-tipping, frequent dru permanent habitation that is detrimental to the biodiversity of the site. The review recommended that dormouse tubes are replaced and monitored and the reduced where feasible. Although the grassland areas are not very diverse they add 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 led designations, however it is acknowledged that they can make a vital contribution network for biodiversity and resilient ecosystems, and they should be given adequa Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) h measures to address previously identified ecological constraints including the reter SINC and protection of the artificial bat roost and hedgerows. Furthermore, the mast indicated the retention of SINC land within the site boundary, with the exception of A48. Areas of ecological value are proposed for retention including existing sink ho range of invertebrates, and an ecological enhancement area located in the south enhanced for ecology in relation to the 2008 sports village application. The masterpl of continuous green areas to ensure a continued network of green and blue infrastru
Further work and surveys are to be undertaken from an ecological perspective in line of the ecological report. However, there were no 'show-stoppers' found at this stage, measures available to ensure that the development of the site is acceptable and a minimised. NRW support the commitment for the future development of the site to follow a approach so that the mixture of uses will be fully integrated and designed around the
Overall, the site has an extensive planning history which has demonstrated that the an ecologically sensitive way through careful scheme design and the use of mitigati will ensure that the proposed uses through outlined development requirements are ful development of site.
With regards to landscape matters, a Landscape Character Assessment for Bridg prepared by LUC and published in 2013. The document provides guidance on following the adoption of the Local Development Plan, supplements the Green Infra

ich have potential to support to be absent from the site.

assland providing negligible and and scrub located at the oviding low potential habitats

s not appear to have changed Il section of woodland in the bes not appear to add to the nice and bats and there are rich but adds to the site as a drug use and signs of semi-

I that antisocial activities are add to the diversity of the site

less weight than statutory n to delivering an ecological uate protection. As such, the has included a number of tention of the majority of the asterplan for Island Farm has of the access road from the noles; which offer value for a uth-western field; previously rplan also indicates retention tructure.

he with the recommendations e, with appropriate mitigation any related impacts can be

a Green Infrastructure led the SINC.

the site can be developed in ation measures. Policy PLA2 fully integrated into the future

dgend County Borough was n landscape character and, frastructure, Biodiversity and

Landscape Supplementary Planning Guidance. The Assessment categorises Landscape Character Areas (LCAs) with the site in question being located within th Warren and Coastline" which runs north-eastwards up from the coast to the south The Assessment emphasises that the majority of the Merthyr Mawr Farmland, Warr within the Merthyr Mawr Special Landscape Area, recognising designations such as
SSSI and NNR, Newton Fault RIGS, several Scheduled Monuments, Merthyr Maw and the Grade II* Registered Park and Garden of Merthyr Mawr House. Much of th as of Outstanding Historic Importance and all of the coastal area lies within the Glan Assessment also identifies key landscape sensitivities to development-led to chan of protecting the nationally important archaeological and cultural heritage of the lar of the wider Landscape of Outstanding Historic Importance, including prehistoric dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. The implementing management strategies for their continued survival and visibility in through appropriate land management practices and recreation management. As s landscape, and the need for landscape mitigation measures for any local develor recognised within the Replacement LDP's evidence base and this will be furth supporting text to PLA2(2) for completeness.
In particular, the southern boundary of the Land South of Bridgend (Island Fa important as it lies adjacent to a historic landscape as identified by the LCA. The Re protect and conserve this landscape's character and features by appropriate develop Policy PLA2 will ensure the design and layout of the site has regard to the surroun visual impacts through the inclusion of mitigation measures that provide links with access features. Appropriate landscaping treatments must be utilised along the so order to minimise visual impacts on adjacent uses.
There will, undoubtedly, be an element of landscape change, although, as aft permissions (P/08/1114/OUT, P/14/354/RES, P/14/823/RES and P/14/824/RE considered extant. A Landscape and Visual Impact Assessment (LVIA) was u Environmental Statement submitted alongside the 2008 outline application for the sy The LVIA evaluated the significance of landscape and visual impacts by assessing t baseline landscape and visual resources of the application site and wider area and th that would occur to the site and surroundings during the various phases of the de prepared on the basis of proposals for a sports village which included buildings of cla as, in the cases of the proposed stadia elements, a high level of massing. The LVIA will be permanent residual views of buildings, these will be predominantly neg significance following the implementation of the comprehensive mitigation measure assessment period. Views are a subjective matter and have been assessed as bei scale of change in the appearance of an undeveloped landscape. It is anticipated th will embrace these community led proposals and be stimulated by the qualit development. The loss of landscape management, will give rise to beneficial landscape medium and long term future". A series of mitigation measures were recommended of mitigation are proposed as part of the newly proposed development and will includ the creation of an undulating roofscape, the use of muted recessive colours, the us bands of colour and texture, and using cut and fill techniques to reduce perceived s
It should also be noted that the proposed mixed-use development at Land South of result in significantly reduced building heights and a reduced feeling of massi previously permitted sports village scheme.

undeveloped land into 15 the "Merthyr Mawr Farmland, thwestern fringe of Bridgend. arren and Coastline LCA falls as Merthyr Mawr Warren SAC, awr village Conservation Area the landscape is designated amorgan Heritage Coast. The ange, stressing the important landscape as an integral part c and medieval remains, the ne Assessment recommends in the landscape, including such, the importance of this elopment proposal, is clearly rther emphasised within the

Farm) proposed allocation is Replacement LDP will seek to lopment mitigation measures. unding landscape, minimising th the existing landscape and southern fringes of the site in

aforementioned, the existing RES refer) on the site are undertaken as part of the sports village at Island Farm. the sensitivity of the existing the magnitude of the change development. The LVIA was close to 20m in height as well IA concluded that "while there egligible, minor or moderate res at the end of the 15 year eing adverse because of the that the majority of receptors lity and appearance of this the scale of proposed planting ape and ecology effects in the ed. Broadly, the same means ude strong boundary planting, use of horizontal and vertical scale and mass of buildings. of Bridgend (Island Farm) will sing when compared to the

ſ			[
				The site promoter has equally considered the landscape effects in addition to mitig not subject to any local or national, statutory or non-statutory landscape designat buildings and TPOs on the edge of the site (neither are directly affected by th LANDMAP analysis reflects that the sites are not subject to any designations. W "outstanding" against certain criteria, it also performs as "medium" and "low" for o level of sensitivity is comparable to similar parcels of land on the urban fringe development of the site is not considered to undermine any of the six landscape se as typifying the Merthyr Mawr Farmland, Warren and Coastline Landscape Characte LVIA will be required to inform and accompany further masterplanning work (as application). This more detailed assessment will include finer details relating to root
				The Replacement LDP is also accompanied by a SA Report (incorporating sustainability and significant environmental effects of all substantive component policies, site allocations, etc.) and any identified reasonable alternatives. This build reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrate SEA, process has informed the development of the Deposit Plan, including the incorchanges within the document. As a result, the SA Report concludes that there is sustainability issues in Deposit Plan, with plan components performing well agains identifies strong compatibility between the LDP Vision/Objectives and the SA significant adverse effects (taking account of mitigation in all its forms).
				In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage asse development resulting in adverse effects on the historic environment to be robust general presumption in favour of the preservation or enhancement of listed buildin with a requirement for development not to result in direct adverse effects on Sch there are exceptional circumstances. These issues are grouped under 'Cultural He 14 Sustainability Objectives considered by the SA. The potential for adverse impact and is an important consideration in determining the overall sustainability and thus allocations. Any sustainability impacts would also depend on the scale of development
				For Land South of Bridgend (Island Farm), the SA identified the potential for a proximity of the site to scheduled monuments and listed buildings. However, the re each strategic site allocation to be supported by a detailed masterplan) and PLA2 site allocation to implement specific masterplan development principles) represent address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant masterpl included in these spatial development policies to help ensure the avoidance of likely which could otherwise occur from this development proposal. Additional masterplan also included within Policy PLA2 to ensure site applies Good Design principles and approach to siting, design, construction and operation in accordance with Plar principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan. The touri 9 will also be preserved and enhanced through improved linkages and active opportion.
	123 3	Broadly support this concept, but the LDP fails to put this concept into effect. You have completely overlooked, and make absolutely no reference to, Bridgend's historic Market Town status. Whilst this	Concern/support for natural and built environment policies.	Comment/support noted. In relation to Bridgend's historic Market Town status. accompanied by a SA Report (incorporating SEA) to assess the likely su environmental effects of all substantive component within the Plan (strategy, policie any identified reasonable alternatives. This builds directly upon previous SA reporti Report (2018) and an Interim SA Scoping Report (2019) which accompanied the F

tigation measures. The site is nations, albeit there are listed the proposed development). Whilst scoring as "high" and other criteria and overall the ge of Bridgend. Further, the sensitivities that are identified cter Area. A detailed, updated (as part of a future planning pofscapes and landscaping.

g SEA) to assess the likely ent within the Plan (strategy, Ids directly upon previous SA ort (2019) which accompanied ites how the SA, incorporating accorporation of recommended is good coverage of all key not the SA Framework. It also A Framework, plus no likely

at multiple requirements for sets and for the need for any ustly justified. There is also a lings and their settings, along cheduled Monuments, unless Heritage', which is one of the acts on Cultural Heritage was us suitability of candidate site oment proposed.

adverse impacts due to the requirements under SP2 (for A2 (for the proposed strategic ent forms of mitigation to help the sustainability performance rplan development principles ely significant adverse effects an development principles are and a Sustainable Placemaking anning Policy Wales. These hal Deposit Plan, with SA site urism and culture asset of Hut portunities.

s. The Replacement LDP is sustainability and significant cies, site allocations, etc.) and rting including an SA Scoping Replacement LDP Preferred

51	continues to be ignored I believe Bridgend, as a town and a county, Will continue on a downhill slide! Furthermore your SLA and SINC status applied randomly to swathes of agricultural land should neither disrupt current usage nor future enhancements or diversifications conducive to sustainable food production & periphery supporting enterprises.		Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA development of the Deposit Plan, including the incorporation of recommended cha As a result, the SA Report concludes that there is good coverage of all key sustainal with plan components performing well against the SA Framework. It also identifies s the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse mitigation in all its forms). In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage asse development resulting in adverse effects on the historic environment to be robust general presumption in favour of the preservation or enhancement of listed buildin with a requirement for development not to result in direct adverse effects on Sch there are exceptional circumstances. These issues are grouped under 'Cultural He 14 Sustainability Objectives considered by the SA. The potential for adverse impact and is an important consideration in determining the overall sustainability and thus allocations. Any sustainability impacts would also depend on the scale of development All Stage 2 Candidate Site Sites were considered to ascertain whether they had adverse impact upon the historic environment. To facilitate this assessment, the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their vimpacts on the historic environment along with recommendations for mitigation. A required to be mitigated by site promoters.
	stock around them. Natural environment has to be a priority over built environment. New habitat must be established and improve natural environment. Pollinator habitat must be given thought not just bats and newts.	to natural environment	economic growth and housing provision, all of which have been based upon wel judgements regarding need, demand and supply factors (See Appendix 42 – Bac Strategy Strategic Growth Options). A range of growth scenarios across the whol have been analysed and discussed within the Strategic Growth Options Bac considered how the County Borough's demographic situation is likely to change fro the most appropriate response for the Replacement LDP. As such the Repla appropriate plan requirement to enable a balanced level of housing and employmer sustainable patterns of growth, support existing settlements and maximise viable a The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm- periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities thr Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howey success in delivering development on brownfield land in other settlements (notabl Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to imp affordable housing in high need areas and ensure the County Borough's future hor realised.

EA, process has informed the changes within the document. nability issues in Deposit Plan, s strong compatibility between erse effects (taking account of

at multiple requirements for sets and for the need for any ustly justified. There is also a lings and their settings, along cheduled Monuments, unless Heritage', which is one of the acts on Cultural Heritage was us suitability of candidate site oment proposed.

ad the potential to cause an le Council consulted with the r views on the likely range of . Any identified impacts were

al Landscape Area (SLA) or a st Policies DNP4 and DNP5

the most appropriate scale of ell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period ackground Paper. This has from 2018-2033 and informed placement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and pplement Policy SP1, deliver housing requirements can be

	The Replacement LDP apportions sustainable growth towards settlements that alread
	services, facilities and employment opportunities and are most conducive to e development. As such, a Settlement Assessment has been undertaken (See Ap sustainable settlement hierarchy. Based upon the consideration of a comprehe sustainable growth will be appropriately directed towards the Main Settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
	The plan preparation has involved the assessment of 171 sites. Each candidate site I the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general la uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan.
	In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spect masterplan development principles and development requirements, all of which seel the identified key issues and drivers identified through the Replacement LDP prepar required to deliver affordable housing, education provision, recreation facilities, public provision plus appropriate community facilities.
	In terms of reflecting the neighbouring housing stock, the Replacement Plan end comply with Strategic Policy 3 on Good Design and Sustainable Place Making (See F must contribute to creating high quality, attractive, sustainable places that support a enhance the community in which they are located, whilst having full regard to the environment. As such future planning applications will be required to be supported appropriate design and technical information to demonstrate compliance with the cri Such criteria include design of the highest quality possible, whilst respecting and enha- and landscape character.
	In terms of giving priority to the natural environment, the Strategy acknowledges that a rich and varied biodiversity with a broad range of species, habitats and unique, rich the Deposit Plan have been refreshed and updated from the existing LDP and will co borough's environment in line with national planning policy and the Environment Act development in the countryside, special landscape areas, local / regional nature hedgerows and development, green infrastructure, nature conservation and natura public health.
	As part of the technical supporting evidence base accompanying the Deposit Plan, t an updated detailed audit of existing outdoor sports and children's playspace across Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings justifying the provision of new facilities and/or remedying local deficiencies in provis means of safeguarding and enhancing existing facilities as appropriate.
	Additionally, the Council has undertaken a Green Infrastructure Assessment (See shape the planning and delivery of green infrastructure throughout the County B summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a to include green infrastructure assets (such as allotments, cemeteries, woodland

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land ints and opportunities. Site dies to demonstrate the site's nt, only those sites deemed

ecific requirements including eek to contribute and address aration process. Sites will be blic open space, active travel

ensures that all development e Page 60). The development t active and healthy lives and the natural, historic and built ed through the submission of criteria set out by Policy SP3. hhancing local distinctiveness

that the County Borough has ch landscapes. Policies within continue to protect the county ct 2016. These policies cover re conservation sites, trees, ural resources protection and

, the Council has undertaken oss the County Borough (See gs can be used as means of vision. It can also be used as

e Appendix 23) to guide and Borough. The assessment and Children's Playing Space adopting a holistic approach ads, broad habitats) and the

			Integrated Network Maps. As such the assessment will provide a mechanism to forms an integral and significant part of development and wider infrastructure propo
			Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensuring that individual green ass possible and integrated into any new development.
			In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spectra masterplan development principles and development requirements. Such requirements and provide suitable buffers to habitats, particularly hedgerows, trees (incle Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor required to be delivered in accordance with Policy COM10 and Outdoor Recreation Development Supplementary Planning Guidance.
573	Landscape and loss of visual amenity; well-	Concerns relating	Comments noted. Regarding potential gypsy and traveller site allocations, it
	being and future generations; sustainability Given that the document concedes that this is an "urban extension", it follows that this site is best described as a "development	to loss of green space, infrastructure, school's capacity,	requirement for all Local Authorities to undertake a Gypsy and Traveller Accon Housing (Wales) Act 2014 places a legal duty on the Council to meet any ider accommodation needs. These needs have to be considered as part of the Replace plan to propose sites to meet any identified need to comply with statutory legislation
	outside defined settlement boundaries". It	traffic, air quality,	
	is also a fact that the council ward of	the historic	The Deposit Plan has been prepared in accordance with Welsh Government [
	Laleston is designated as "rural" by BCBC for the purposes of its RDP (rural	environment and employment.	(Edition 3). It contains guidance on how to prepare, monitor and revise a develop robust evidence to ensure that plans are effective and deliverable and contribute to
	development programme). All the above	omploymont.	national policy set out in Planning Policy Wales (PPW).
	must mean that DNP1 on P.186: Pr. "The		
	Countryside and Landscape" applies to this		The Deposit Plan has been underpinned by the identification of the most appropria
	site. The planning policy states: "All		and housing provision, all of which have been based upon well informed, evidence b
	development outside defined settlement		need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre
	boundaries must ensure that the integrity of the countryside is conserved and		Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has c
	enhanced. There is a presumption against		Borough's demographic situation is likely to change from 2018-2033 and info
	development in the countryside. (Italics		response for the Replacement LDP. As such the Replacement LDP identifies an a
	supplied). The developers have made no		to enable a balanced level of housing and employment provision that will achieve su
	effort to demonstrate that any of the 13		support existing settlements and maximise viable affordable housing delivery.
	exceptions listed under DNP1 apply to this		The distribution of growth is further evaluated and justified in the Spatial Strategy
	site. Furthermore, they have not demonstrated any housing need at this		The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm
	particular location. The development would		periphery of sustainable urban areas, primarily on previously developed brownfield
	inflict a serious loss of valued landscape		on the delivery of the brownfield regeneration allocations identified in the existi
	and visual amenity. It would violate historic		Maesteg and the Llynfi Valley are still denoted as regeneration priorities the
	rights of way, which have always been		Regeneration Growth Areas. The ongoing commitment to brownfield development
	treasured by local people and nurtured by		settlements accords with the site-search sequence outlined in Planning Policy W
	the Community Council, and which are even		developmental pressure on Best and Most Versatile (BMV) agricultural land. However, success in delivering development on brownfield land in other settlements (notable
	more vital to well-being and future generations in a post-Covid context. The		success in delivering development on brownfield land in other settlements (notable Gateway), there are limited further brownfield regeneration opportunities remain
	so-called green corridors the developers		deliverable sites (including some greenfield sites) are therefore required to implen
	would leave behind would present a		housing in high need areas and ensure the County Borough's future housing require
	comparatively miserable aspect, and once		
	the developers have made their profit and		The Replacement LDP apportions sustainable growth towards settlements that already
	left the area the responsibility for and cost		services, facilities and employment opportunities and are most conducive to
	of their upkeep would pass on to the		development. As such, a Settlement Assessment has been undertaken (See A

o ensure green infrastructure posals.

naintain, protect and enhance ssets are retained wherever

becific requirements including rements will ensure that sites cluding Ancient and/or Semibr recreation facilities will be on Facilities and New Housing

it is a Welsh Government ommodation Assessment the entified Gypsy and Traveller cement LDP process and the ion.

Development Plans Manual opment plan, underpinned by to placemaking, as defined in

iate scale of economic growth based judgements regarding red Strategy Strategic Growth iod have been analysed and considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Nales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a

community. This raises the serious issue of sustainability. These aspects alone provide sufficient reason to dismiss the application as they are contrary not only to acts of the Welsh Parliament but also to the Wales's basic constitutional commitment to sustainable development. History and archaeology; ancient and semi-ancient woodland; biodiversity. The proposed development is clearly in conflict with the following principles of good planning as outlined in the draft document. P.27, LS1: Important landscapes LS2: Historic environment P.182, SP17: Conservation and enhancement of the natural environment P.193, DNP5: Local and Regional Nature Conservation Sites, including DNP5(2), Site of Importance for Nature Conservation (SINC) In the draft document, Page 71, Pr.(a), the would-be developer makes light of the above considerations. A SINC and Scheduled Ancient Monument are mentioned, without any proper consideration of their significance. Pr.(c) mentions trees, hedgerows and habitat. Pr.(d) mentions landscape, a Special Landscape Area, and a "sense of place". No detail is attached to any of these topics, the underlying issues are skimmed over. Merely mentioning these aspects will not do. The onus is on the developer to demonstrate that all these aspects can be fully mitigated. Appendix 5, P. 15-21, contains the findings of consultants, paid for by the developer. I hereby challenge these findings as incomplete, inaccurate and biased. They are based on desk research, and there is no evidence of fieldwork research. The gualifications and credentials of the person(s) tasked with this item are not revealed. The viewing of Google Maps and satellite pictures is no substitute for local knowledge and investigation on the ground. Opinions expressed by consultants on certain areas such as "limited botanical interest" and "species poor" are unevidenced and some are manifestly untrue. They are based on speculation as opposed to hard evidence. Statements on

sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.

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.

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.

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 connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.

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).

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

P.19 Pr. "Arboculture" put in plain sight the applicant's intention to destroy trees. Let us not forget that the site mainly consists of Grade 2 agricultural land, the highest grade available in Wales. At a time when the twin problems of Brexit and Covid are threatening supply chains, and the media are reporting empty supermarket shelves, it is difficult to explain why BCBC is being asked to even consider low density development, in what has in the recent past called "executive" style at this particular greenfield site, when as will be argued below, there is potential for affordable and social housing more attuned to the economic and social need of modern local families, on brownfield sites that have not been incorporated into the housing allocations in the draft document. Last but not least, it is relevant to mention that many parents and grandparents have commented how much they value the fact that the PLA3 site provides their children and grandchildren the opportunity to see sheep and cattle, in a natural environment, a short walk from their homes. Such considerations are not to be dismissed in a world where we claim to be concerned about well-being and mental health, and where the most highly qualified physicians in this field are stressing the importance of greenery in the environment, In response to P.20, Pr. "Archaeology" one is tempted to reply, "No kidding, Mr. Sherlock!" when the consultants reveal that there are "No World Heritage Sites" affected. However, the written historical record, together with the experience of local people who use the extensive Rights of Way network is that there is a definite "sense of place" which already exists, and which would casually be destroyed, judging by the cavalier attitude revealed by the developer and their consultants in these pages. The development puts pressure on the field known as Cae'r Hen Eglwys. On P.73, Pr. 12. an unsubstantiated claim is made, that the development would "positively integrate" the remains of Llangewydd Churchyard Church and Ancient

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.

All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.

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.

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.

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

Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.

Monument, "in a manner that preserves and enhances the remains as part of the wider site." In truth, this ancient monument and its standing stones would be endangered by this development. In Appendix 5, P.17, Pr. "Land Ownership", it is claimed that Llanmoor Development Co. Ltd. has "complete control over the whole landholding". This raises questions. If these claims are true, why is the field "Cae'r Hen Eglwys" not included on the map within the development boundary? Is there an agreement with the owner of the field? Also, what exactly is meant when the text refers to the "wider site"? In the absence of answers within the documentation, it is reasonable to conclude that the would-be developers have an eye on the future, and permission to build up to Llangewydd Road Lane would be followed by further applications, putting pressure on the planning system for permission to cross the road and develop onwards towards the railway main line, the motorway and village It is also reasonable to of Penvfai. conclude that the removal of a "natural" boundary is the true motive for the proposal to "pedestrianise" a portion of Llangewydd Road. There are various vague references in the documentation to "future development", and these can be taken to signal very clearly that there are longer term ambitions to put further housing to the north and west. Testimony from residents confirms the presence of a rich stock of rural wildlife, for example: ancient trees including oaks; flora including orchids, meadow flowers, fungi, mosses, and a mix of hedgerow species which date the hedgerows in terms of hundreds of years. As for fauna, there are regular sightings of fox, rabbit, weasel, squirrel, dormouse, hedgehog, frog and toad. There are bats, and a variety of birds, including birds of Historical significance and prey. archaeological potential are indicated by the following guotations: "Llangewydd Lane and Penyfai Lane on the west are ridgeways or harrow ways, and therefore carry back their origins to prehistoric times".

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.

The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.

The appraisal included a review of national and local policy, landscape character and visual amenity. The appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, and Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-site assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.

Mitigation measures include:

- The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;
- The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;
- Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Ares of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;
- Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;
- Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and
- The location of public open space, public footpaths and the street-alignment has been designed to protect • and reflect local character.

Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.

LL Dondolly Dridgood The Story of a	Overall is it considered that the masternlan framework prepaged for the site has been consitively designed
- H.J.Randall: Bridgend, The Story of a	Overall is it considered that the masterplan framework proposed for the site has been sensitively designed
Market Town, Johns, Newport, 1955. "The	through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order
fee of Llangewydd with its church passed	to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site
from the Scurlage family to the monks of	for residential development should be considered an acceptable extension to the existing settlement of
Margam before the end of the 12th	Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape
Century." "In the early years of the 13th	context.
Century, Morgan ap Caradoc ap lestyn,	
held the fee of Newcastle, Bridgend, and he	Policy PLA3 will ensure that the design and layout of the site has regard to the landscape in which it sits,
and his heirs granted much land to Margam	considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through
Abbey. Some of this land was sited in the	the inclusion of mitigation measures and provide links with the existing landscape and access features to
Laleston-Llangewydd area" (After the Act of	safeguard landscape character whilst creating a sense of place. The development must also not be to the
Dissolution of the Monasteries of 1536) "no	detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce
time was wasted in the disposal of abbey	adverse effects and/or visual intrusion on the wider landscape.
lands. Sir Rice Mansel of Gower acquired	
the lease of a fair sized portion, which	In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 survey has been undertaken
includedcoal pits at Cefn Cribwr, tithes in	by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily
Penyfai, and the granges at Llangewydd"	and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with
A.L.Evans: Margam Abbey, published by	the site itself.
the author, Port Talbot, 1958. "The monks	
of Margam acquired at considerable	Given the combination of designated sites, it is concluded that any future planning submission will need
expense a long-term lease of a knight's fee	to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston
which lay close to the abbey, at	Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC
LlangewyddThe monks, seeing the	and its associated designated features will be retained. Furthermore, such retained features will be further
contract with the knight to be very profitable,	protected from potential harm, damage and disturbance through the sensitive design of built development away
secured a lease of the parish church and	from SINC boundaries and inclusion of suitable buffers.
after an interval of time expelled the	
parishioners from their homes and razed	The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will
the church to the ground" Dr. Fred	provide substantial potential for a balanced provision of areas of informal public open space and wildlife
Cowley, Gerald of Wales and Margam	zones. When linked with proposed POS and play areas across the developable site this will provide a
Abbey, Margam Lectures, Friends of	significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In
Margam Abbey, 1988. "Ffordd y Gyfraith,	respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity
the 'Road of the Law' this is how the	enhancements and thus offset ecological impacts that may arise during the development of adjacent land.
officers of the Marcher Lords would have	
travelled to the Welsh uplands. It is also how	An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in
pilgrims went to Llangynwyd The Ffordd y	March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of
Gyfraith crosses the main Bridgend road at	limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance
the east end of Laleston village. In medieval	include the native hedgerows delineating the northern boundary and internal field boundaries in addition
times there was a wayside cross, or	to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys
pilgrim's marker standing here. You can still	identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered
see the socketed base almost buried in the	for their potential to support great crested newt.
roadside verge." - Prof. Madeleine Gray,	
et.al., Laleston Stones Trail, pamphlet,	The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought
Laleston Community Council and Bridgend	to locate development across those habitats of predominantly limited ecological value whilst retaining
County Borough Council, 2012. " The	boundary habitats as far as possible. Where retained, such features have been accommodated within proposed
requirement for more homes is not	informal green space and sustainable transport links, which ultimately enhances connectivity throughout the
necessary. Regarding the extensive	Site and contributes to the wider green infrastructure resource.
, , ,	
archaeological landscape that would be	Where avoidance is not possible however, and will result in the lass of internal field houndaries (albeit
affected by such a development, it can only	Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predeminantly species peer or defunct) the site is considered to be of sufficient size and extent to enable future
be described as significant" - Karl-James	predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future
Langford, FSAScot, MLitt (Archaeology),	development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and

PgDip (Archaeology and History), Fellow of	compensate where necessary. This will be in addition to the sensitive position
the Society of Antiquarians. Author:	away from retained boundary features to minimise damage.
Romans in South Wales, Archaeology Cymru Media, Barry, 2021.	The report also highlights further detailed habitat and species surveys which inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NRV the development to retain and provide suitable buffers to habitats, particularly he Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which is bordering the northern and north-western boundaries of the site. PLA3 will als submit and agree ecological management plans including proposals for mit maintenance for retained habitats and protected species (including for bats and appropriate compensatory and replacement habitat.
	Policy PLA3 will require development to incorporate the Laleston Trail within the centra access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play pr and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses who not proceed. Such infrastructure includes transport, education, health, environment addition to community and cultural infrastructure.
	With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be ma Authority as to how the sum will be utilised.
	In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
	With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This refle from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info site as green in its RAG assessment. As such, all proposed land uses are permitte consequence assessment. The SFCA does highlight that a small proportion of the s flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds w flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key su runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green corri

oning of built development

which are recommended to riate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be irmountable obstacles to the

rategic of which confirms that the 15 to indicate that there is flected in comments received aforms the LDP and flags the itted without need for a flood the site (4.9%) has a low risk of running from north to south. With a path of surface water rently comprised of woodland s area of surface water flood surface water flow route that the surface water flood risk is re possible and incorporated rridors.

A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place. Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites ider development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts ar In addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen diffull development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transponumber of dwellings the site is expected to deliver. This identifies the various transpondevelopment, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed Proporties appropriate development requirements in relation to all forms of travel. For the average of the scheme of

d by the new Flood Map for ood risk extents over the next ce. A review of the new Flood herefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other entified as suitable for future of ultimately control provision be maintained with Cwm Taf g as site allocations within the

ity Assessment to assess the as arising from the additional ns have been modelled for a are expected to be greatest. ure residents on the proposed

main below the objectives at II impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this

number of dwellings does not require the original proposed site boundary to be expanse use of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nati- densities should be encouraged in urban centres and near major public transport no the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bor set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Activ PLA3 in conjunction with Policy PLA12 should be considered essential in the deliv any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education faccelleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will I demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depende enables sustainable access to employment, education, local services and commu will be required to deliver, or contribute towards the provision of, active trave measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the

panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use I likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 127 and 2120.

point of vehicular access is ne junction will accommodate

			a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.
			The site promoter's Transport Assessment confirms that the traffic effect of 850 dy the order of 269 and 243two-way movements in the AM and PM peak hours re- considered worst case as attitudinal change towards travel progresses. This quan- over 4vehicles per minute two-way, diluted across the local highway network. The a- the development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transpor- the options necessary to promote sustainable travel modes before the private v environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving tra- leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Government
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environmen effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the prop proposed range of land uses will likely produce a wide range of significant beneficia
4	435 Pen Y Fai 1. Green Spaces Residents believe the Local Development Plan should	Concerns relating to loss of green	Comments noted. The areas mentioned have both already been identified within the amenity green space, which offers protection from development.
	recognise and mark both the Pheasant Field (Pen y Fai Kick about area) and Cavendish Park as green leisure spaces. My submission is that these green spaces be recognised and marked as such in the published LDP. 2. Gypsies and Travellers Site Court Colman There is a small settlement proposed in Court Colman (SP7 (1) for the Gypsies/Travellers community - the key for which appears to be missing on	The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence be need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and inform response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.	
	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. Residents understand the need for such sites for the Gypsies/Travellers community, but are opposed to the current plan 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. We ask BCBC to consider other options for placing this site outside of the wards. 3. Site Interview Residents are		The distribution of growth is further evaluated and justified in the Spatial Strategy ((See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities through Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield land in other settlements (notably Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing require
	not aware of any site visits by ORS researchers and no interview using the questions set out in the GTAA Guidance		The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Application Appli

isting active route BRC9b on

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site ort case for mobility provides e vehicle. The design of the the Mobility Strategy means ravel choice, for commuting, nd from a third-place such as nment's aspirations.

the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to roposed development with its cial effects.

the Open Space Audit as

ate scale of economic growth based judgements regarding red Strategy Strategic Growth iod have been analysed and considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a

were sought with either residents of Court	sustainable settlement hierarchy. Based upon the consideration of a comprehe
Colman or Pen y Fai village, as required by	sustainable growth will be appropriately directed towards the Main Settlements of Br
the Welsh Government Guidance. Pen y fai	with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
residents are opposed to this and wish for a	
more appropriate site to be considered. Not	The plan preparation has involved the assessment of 171 sites. Each candidate site
all residents have been aware about this	the criteria in the Candidate Site Assessment Methodology which was previously con
consultation and are requesting for more	13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess
time to respond	based on any specific issues they raised in terms of their deliverability, general l
	uses, existing use(s), accessibility, physical character, environmental constrain
	promoters were asked to prepare and submit a number of technical supporting studie
	deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As such, candidate site
	was considered appropriate for allocation.
	As part of the proposed allocation of Land West of Bridgend, development will
	requirements including masterplan development principles and placemaking principles
	PLA3 – Page 71). The provision of new residential dwellings, including affordable
	alongside a new one and a half form entry Primary School, recreation facilities
	appropriate community facilities all set within distinct character areas.
	Policy PLA3 will ensure development positively integrate the remains of Llangewyo
	Scheduled Ancient Monument in a manner that preserves and enhances the remain
	Development must also incorporate the Laleston Trail within the central part of the s
	Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclose
	hedgerow corridor will be retained as the Y Berth cross link. In terms of active trave
	site and off-site measures to provide good quality, attractive, legible, safe and acce
	linkages in accordance with Active Travel design. Improved linkages must be prov
	Bryntirion Comprehensive School and Bridgend Town Centre (including the bus sta
	connections will be provided to accord with the proposed routes within the Council's BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to ass
	and significant environmental effects of all substantive component within the PI
	allocations, etc.) and any identified reasonable alternatives. This builds directly u
	including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019
	Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates
	SEA, process has informed the development of the Deposit Plan, including the inco changes within the document. As a result, the SA Report concludes that there is
	sustainability issues in Deposit Plan, with plan components performing well against
	identifies strong compatibility between the LDP Vision/Objectives and the SA
	significant adverse effects (taking account of mitigation in all its forms).
	In accordance with statutory requirements, Planning Policy Wales sets out
	development to avoid direct adverse effects on nationally important heritage asset
	development resulting in adverse effects on the historic environment to be robust general presumption in favour of the preservation or enhancement of listed building
	with a requirement for development not to result in direct adverse effects on Sche
	there are exceptional circumstances. These issues are grouped under 'Cultural He
	14 Sustainability Objectives considered by the SA. The potential for adverse impact

hensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land aints and opportunities. Site dies to demonstrate the site's nt, only those sites deemed te 308.C1 Bridgend (West of)

ill be subject to site-specific inciples (See Deposit Policy le units, will be incorporated es, public open space, plus

rydd Church and Churchyard ains as part of the wider site. e site, providing access to the osed byway with the existing vel, Policy PLA3 requires oncessible pedestrian and cycle rovided along the A473, with tation and train station). New il's ATNM: INM-BR-52, INM-

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 019) which accompanied the es how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also A Framework, plus no likely

t multiple requirements for sets and for the need for any stly justified. There is also a ings and their settings, along heduled Monuments, unless Heritage', which is one of the acts on Cultural Heritage was

and is an important consideration in determining the overall sustainability and thus allocations. Any sustainability impacts would also depend on the scale of developm
All Stage 2 Candidate Site Sites were considered to ascertain whether they had adverse impact upon the historic environment. To facilitate this assessment, the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their v impacts on the historic environment along with recommendations for mitigation. A required to be mitigated by site promoters.
For Land West of Bridgend the SA identified the potential for adverse impacts due to scheduled monuments and important archaeological sites. However, the requirem strategic site allocation to be supported by a detailed masterplan) and PLA3 (for allocation to implement specific masterplan development principles) represent for address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant masterpl included in these spatial development policies to help ensure the avoidance of likely which could otherwise occur from this development proposal. Additional masterplan also included within Policy PLA3 to ensure site applies Good Design principles and approach to siting, design, construction and operation in accordance with Plan principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan.
Further to this, the site promoter commissioned EDP to undertake an Archaeological The assessment establishes that the site does not contain any World Heritage Monuments, listed buildings, registered historic parks and gardens or historic lands be a presumption in favour of their physical preservation in-situ and against archaeological remains, the site is identified as having moderate to high potent the medieval period, particularly in its northern extremity, which is adjacent to the site Church. However, the land is a SINC and will not be developed. Policy PLA3 w positively integrate with the remains of Llangewydd Church and Churchyard Scheo a manner that preserves and enhances the remains as part of the wider site.
While there is a small amount of evidence for late prehistoric and Roman a 1km study area, the potential for archaeology of these periods within the site is de settlement was focused elsewhere in the locality and any archaeology of this per likely to relate to agriculture. Overall, the baseline data indicate that the probability being present is low. Any further archaeological investigation can reasonably appropriately worded planning condition appended to a planning permission.
Potential impacts upon the setting of historic assets in the locality have focused or significant effects arising from changes to setting have been identified for sch buildings and registered parks and gardens. In respect of the Laleston Conservation be any significant changes to its visual setting. It is acknowledged that development Site will remove a part of the agricultural landscape around Laleston which form to the east. However, agricultural land will remain on all sides around Laleston, which as a discrete settlement, while landscaping measures associated with the development conservation area being retained. Policy PLA3 will require development to to maintail between the site and Laleston to retain the separate identities and character of preventing coalescence.

is suitability of candidate site ment proposed.

ad the potential to cause an e Council consulted with the views on the likely range of Any identified impacts were

to the proximity of the site to ements under SP2 (for each r the proposed strategic site forms of mitigation to help ne sustainability performance plan development principles ely significant adverse effects n development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site

al and Heritage Assessment. ge Sites, Scheduled Ancient dscapes, where there would at development. In terms of ential to contain remains from site of the former Llangewydd will require development to eduled Ancient Monument in

activity in the surrounding deemed low. Post-medieval period within the site is most ity of significant archaeology be secured through an

d on the 1km study area. No cheduled monuments, listed ation Area, there will also not ent in the southern part of the orms a buffer from Bryntirion nich will retain its character velopment will mitigate any vith the special interest of the tain a strategic green corridor of these settlements whilst

The site promoter also commissioned EDP to undertake a Landscape and Visual Ap of the appraisal was firstly to inform the design evolution of the scheme which enab to potential landscape and visual opportunities and constraints. The LVA outlines that there are adverse and beneficial landscape effects resultin site. However, the embedded mitigation and the approach to design is considered to over time as the proposed landscape establishes and overall the predicted e unacceptable from a landscape and visual perspective in the context of the delivery The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessmen Landscape Character Assessment for Bridgend County Borough (LCABC) (2013 assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynt design is sensitive to the site's existing characteristics. The design appraised respo site such as the Bridgend Circular Walk, the byway, the hedgerow network and ver- such the proposals put forward at this stage are considered to be a thoughtful ar development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term mana the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC for informal and natural play on site provided increased public access would function; The site contains very few of the key characteristics listed in the published dt The site has a strong network of hedgerows, some which would be lost and the urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained. Provision of structural landscaping, a mix of native and non-native trees and s the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered struct aesthetically pleasing urban development which is well integrated with the pr and the settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority as it forms a desirable strong green framework that links with the wider greer west and south of the site; Adequate replacement planting of local species in appropriate locations to trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment h and reflect local character.
Through consideration of the findings above, it is anticipated that any notable lat resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.

Appraisal (LVA). The purpose abled an integrated approach

ing from development of this d to minimise adverse effects effects are not considered ry of a strategic housing site.

cter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site nd visual terms to the existing ntirion provided a considered oonds sensitively to assets on regetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set e SINC could be used as a tly within the SINC could be NC offers a great opportunity d not clash with its ecological

documents on Laleston SLA. I the field pattern replaced by ed by landscape buffers and ed;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy a;

ty of the emerging proposals en infrastructure to the north,

compensate for any loss of

has been designed to protect

andscape and visual effects nd contained within a c.400m

Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landscap safeguard landscape character whilst creating a sense of place. The developme detriment of the Special Landscape Area and any development proposal must incor adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 so by EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows the site itself.
Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developab significant benefit to both visual and recreational amenity, conservation and bit respect of the latter, the SINC provides a potential space to accommodate ecological enhancements and thus offset ecological impacts that may arise during the develop
An Extended Phase 1 survey was undertaken in February 2020, supplemented by f March 2020. The Phase 1 survey concluded that the site is dominated by agricultur limited botanical interest and thus of low inherent ecological value. Habitats of gre include the native hedgerows delineating the northern boundary and internal fie to woodland habitat and marshy grassland associated with Laleston Meadows SINC identified several trees with low to high potential to support a bat roost whilst onsite per for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the matter to locate development across those habitats of predominantly limited ecolor boundary habitats as far as possible. Where retained, such features have been accordinformal green space and sustainable transport links, which ultimately enhances of Site and contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of inter predominantly species-poor or defunct), the site is considered to be of sufficient size

s been sensitively designed mitigation measures in order ch, the promotion of this site the existing settlement of on its surrounding landscape

e landscape in which it sits, s must be minimised through ape and access features to ent must also not be to the orporate measures to reduce

survey has been undertaken re are a number of statutorily vs SINC which overlaps with

lanning submission will need atures, including the Laleston e Laleston Meadows SINC ained features will be further gn of built development away

e Study's Site boundary will c open space and wildlife ble site this will provide a biodiversity enhancement. In cal mitigation and biodiversity opment of adjacent land.

further roosting bat works in urally improved grassland of reatest ecological importance ield boundaries in addition C. The roosting bats surveys ponds have been considered

asterplan which has sought logical value whilst retaining commodated within proposed connectivity throughout the

ernal field boundaries (albeit e and extent to enable future

development proposals to flexibly avoid and/or mitigate for any significant of compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
The report also highlights further detailed habitat and species surveys which many application and ensure proposed mitigation is appropriation include a Dormouse survey, which was raised in comments received from NR the development to retain and provide suitable buffers to habitats, particularly have and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will also submit and agree ecological management plans including proposals for mitigation and appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addin hectares of retained green infrastructure and new areas of public open space seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will the Education Facilities and Residential Development SPG and a decision will be manufacture of the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Me required to inform such works. They have also confirmed that there are no insur- delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info- site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds w flowing down into the north western corner of the site. This area of the site is curre which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where

ecological constraints and oning of built development

which are recommended to riate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be urmountable obstacles to the

rategic of which confirms that the 15 to indicate that there is flected in comments received aforms the LDP and flags the itted without need for a flood the site (4.9%) has a low risk of running from north to south. With a path of surface water rently comprised of woodland s area of surface water flood surface water flow route that the surface water flood risk is re possible and incorporated rridors.

A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place. Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites ider development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts are in addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen difful development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transponumber of dwellings the site is expected to deliver. This identifies the various transponded development, and, in combination with the Strategic Transport Assessmentation to deal with the anticipated transport impacts of the scheme. Proposed F

d by the new Flood Map for ood risk extents over the next ce. A review of the new Flood herefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future of ultimately control provision be maintained with Cwm Taf g as site allocations within the

ity Assessment to assess the is arising from the additional ns have been modelled for a are expected to be greatest. ure residents on the proposed

main below the objectives at II impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to port Assessment reflects the insport issues relating to the ment, what measures will be Policy PLA3 prescribes the

appropriate development requirements in relation to all forms of travel. For the average number of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nation densities should be encouraged in urban centres and near major public transport no the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active PLA3 in conjunction with Policy PLA12 should be considered essential in the delive any proposal, ensuring that development is contributing to the promotion of a sustain
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fac colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will lidemand, and that increased traffic levels and congestion is likely to occur if approximeasures and infrastructure are not delivered. Therefore a Strategic Transport Asset has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impact technical notes accompanying this assessment demonstrate that the proposed level within the LDP can be accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within t
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially incorporating cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
orientated, healthy walkable neighbourhoods. There will be a clear emp cycling linkages along the A473, with Bryntirion Comprehensive Schoo the bus station and train station). New connections will be provided to

avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use l likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 127 and 2120..

147	larger green space sites by placing them into a trust agreement with the Fields in Trust so that they are protected in perpetuity. There also needs to be a closer look at the provision of allotment space in comparison with demand.	No changes – greater protection for green spaces; provision of allotment space to meet demand	a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473. The site promoter's Transport Assessment confirms that the traffic effect of 850 of the order of 269 and 243two-way movements in the AM and PM peak hours reconsidered worst case as attitudinal change towards travel progresses. This quar over 4vehicles per minute two-way, diluted across the local highway network. The site development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transpot the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with there is a major benefit for existing and new residents, significantly improving tradies and social journeys and hence social inclusion. Working from home an a non-site Workhub will be encouraged from the outset, in line with Welsh Governa a non-site Workhub will be encouraged from the outset, in line with Welsh Governa a non-site Workhub will be encouraged from the outset, in line with Welsh Governa effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the progreposed range of land uses will likely produce a wide range of significant benefic Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensuring that individual green as: possible and integrated into any new development. As part of the technical supporting evidence base accompanying the Deposit Plan, an updated detailed audit of existing outdoor sports and children's playspace acros Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its finding justifying the provision of new facilities and/or remedying local deficiencies in provimeans of saf
107	These policies in of the Deposit		
		No changes –	provide suitable buffers to habitats, particularly hedgerows, trees (including Ar Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation fa delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and Supplementary Planning Guidance. Section 106 Agreements will be used to see maintenance and ownership arrangements. With specific reference to the provision of allotments, Policy COM10 sets a benchm of allotment space per 1,000 population. This is based on the 'Growing in the Com by the National Society of Allotments and Leisure Gardeners (NSALG). Promoters proposals will need to demonstrate compliance with Policy COM10 through t infrastructure strategy which will facilitate the provision of additional allotment pl
147	larger green space sites by placing them into a trust agreement with the Fields in Trust so that they are protected in perpetuity. There also needs to be a closer look at the provision of allotment space in	greater protection for green spaces; provision of allotment space to	the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with th there is a major benefit for existing and new residents, significantly improving tra- leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Governr Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Appendix 9) of which was carried out to identify the likely significant environmental effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the prop- proposed range of land uses will likely produce a wide range of significant beneficia. Development proposals including strategic site allocations will be expected to ma Bridgend's green infrastructure network and ensuring that individual green ass possible and integrated into any new development. As part of the technical supporting evidence base accompanying the Deposit Plan, an updated detailed audit of existing outdoor sports and children's playspace acros Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its finding justifying the provision of new facilities and/or remedying local deficiencies in provi- means of safeguarding and enhancing existing facilities as appropriate. In terms of the Strategic Development Sites, Policies PLA1-PLA5 detail the site-spec-
			the southern side of the A473. The site promoter's Transport Assessment confirms that the traffic effect of 8 the order of 269 and 243two-way movements in the AM and PM peak hou considered worst case as attitudinal change towards travel progresses. This over 4vehicles per minute two-way, diluted across the local highway network. The development provides opportunities to create a new western edge to offering community facilities suitable for day to-day living. In this way, the tra the options necessary to promote sustainable travel modes before the priv-

I point of vehicular access is the junction will accommodate sisting active route BRC9b on

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site oort case for mobility provides e vehicle. The design of the the Mobility Strategy means travel choice, for commuting, and from a third-place such as nment's aspirations.

the Replacement LDP (See al and wider sustainability neement measures should be icant adverse effects and to oposed development with its cial effects.

naintain, protect and enhance ssets are retained wherever

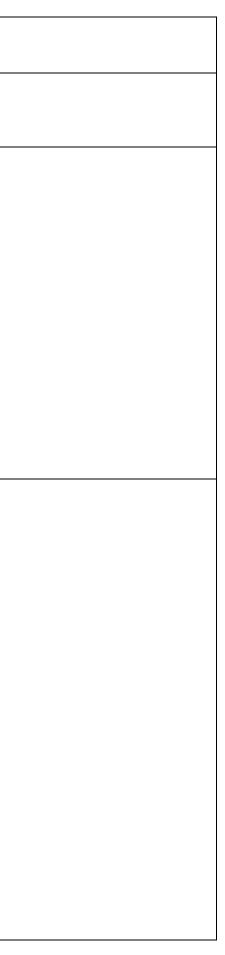
n, the Council has undertaken oss the County Borough (See ogs will be used as means of ovision. It can also be used as

pecific requirements including ensure that sites retain and Ancient and/or Semi-Ancient facilities will be required to be d New Housing Development ecure appropriate future and

mark standard of 0.2 hectares mmunity' document published ers of residential development the submission of a green plots in appropriate locations

ages of the Replacement LDP

			-
	the impact on neighbouring communities in the Vale of Glamorgan	impact on Vale of Glamorgan	
102 0	Your plan actively seeks to wreck our local environment. It's an insult to suggest anything else.	No changes	Comments noted.
121	Members agree that conserving and enhancing the natural and historic environment of the borough is extremely important. There is much on offer to attract investment but there is also much more that can be done to promote tourism. Members feel strongly that it was a dreadful shame that the Tourist Information Office at McArthur Glen was closed. Not only was it an attractive building but as well as promoting tourism, it also promoted the culture and history of the area. Most importantly, it also encouraged the use of the Welsh Language, with lots of resources on sale for not only tourists but also for local people. Members feel strongly that it should be reinstated.	No changes – greater promotion of tourism needed	Comments noted.
148 5	There are several Conservation Areas designated within BCBC - three of which are located in the Bridgend Town area; name, a) Bridgend Town Centre; b) Newcastle Hill; c) Merthyr Mawr Road. These were so designated many years ago and whilst areas b & c have generally received considerable attention condusive to their enhanced status, the Bridgend Town Centre CA has been poorly served by way of maintaining the highest standards of conservation for all parts of the built streetscene. Attempts have been made to upgrade several of the older buildings with varying degrees of success, but attention to others has been painfully slow and not sufficient to cal the Town Centre a Conservation Areas. Pedestrianisation came to Bridgend nearly two decades ago, yet very little has been spent on maintaining the infrastructure,		Comments noted.



	paved areas, road surfaces etc., so consequently they are now looking drab and 'tired' and rock underfoot in many places, become trip hazards and infilled with tarmac and concrete in many locations.		
	Complete renewal is requirement URGENTLY. Specifically, the Old Stone Bridge off Dunraven Place sating back to 1425 and now fast approaching its 600th anniversary is in a poor and neglected state of repair and appearance, having had no upgrade since 2005; and in the words of CADW in a recent letter (attached) point out those were 'starting to fail'.		
	BCBC has stated that it has 'no plans to undertake any works'. This is a disgrace and greater attention to monuments and Conversation Areas MUST form part of the thinking within the new LDP.		
71	Excellent if achieved	No changes proposed	Comments noted.

Title:	Title: Do you have any comments to make on the key proposals? Maesteg and the Llynfi Valley			
ID	Comment	Summary of changes being sought/proposed	Council response	
480	Lots of these schemes have been talked about - and the priority is always the housing because its the easiest in respect of private development firms funding all the work and taking the benefits in sales - - how do you ensure the other aspects of the plan happen especially the employment and commercial options first to ensure the jobs attract people to the area rather than houses being built that people cannot afford.	Priority is always housing / concern regarding employment	The Deposit Plan has been underpinned through the identification of the most app growth and housing provision, all of which have been based upon well informed, or regarding need, demand and supply factors (See Appendix 42 – Background P Strategic Growth Options). A range of growth scenarios across the whole Replacer analysed and discussed within the Strategic Growth Options Background Paper. T County Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an app enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield s the delivery of the brownfield regeneration allocations identified in the existing LDP, and the Llynfi Valley are still denoted as regeneration priorities through their designat Areas. The ongoing commitment to brownfield development opportunities within the the site-search sequence outlined in Planning Policy Wales and seeks to minimise Best and Most Versatile (BMV) agricultural land. However, given the existing L development on brownfield land in other settlements (notably Bridgend and the V limited further brownfield regeneration opportunities remaining. Additional viable and	

appropriate scale of economic l, evidence based judgements Paper 2: Preferred Strategy cement LDP period have been This has considered how the informed the most appropriate ppropriate plan requirement to sustainable patterns of growth,

gy Options Background Paper ment of land within or on the disites. It continues to focus on P, hence, Porthcawl, Maesteg hation as Regeneration Growth hese settlements accords with se developmental pressure on LDP's success in delivering e Valleys Gateway), there are and deliverable sites (including

			some greenfield sites) are therefore required to implement SP1, deliver affordable and ensure the County Borough's future housing requirements can be realised. The Replacement LDP apportions sustainable growth towards settlements that alre services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Aj sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Bill with the grouped Main Settlement of Dule. Kenfig Lill and North Cornelly.
			with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment of 171 sites, the vast majority of candidate site has been assessed against the criteria in the Candidate Site Assessm previously consulted upon (See Appendix 13 – Candidate Sites Assessment Report detailed assessment, sites were examined based on any specific issues they raised in general location, neighbouring land uses, existing use(s), accessibility, physical constraints and opportunities. Site promoters were asked to prepare and submit a nur studies to demonstrate the site's deliverability, sustainability and suitability. Proceeding only those sites deemed appropriate were included for allocation in the Deposit Plan
			In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen additional to community and cultural infrastructure.
			Policy PLA1-5 (See Deposit Plan – Page 62) detail the site-specific requirements Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. So a wide range of land uses including affordable housing, education, recreation facilities travel plus appropriate community facilities and commercial uses. Delivery of thes fundamental in achieving the Replacement LDP's Vision and Objectives for the Court
			As detailed within the Employment Background Paper, the Replacement LDP evid comprehensive range of growth options and analysed the link between different leve the size and profile of the resultant resident labour force. This has ensured develop that is most appropriate to achieve an equilibrium between the number of economica within and moving into the County Borough plus the number of employers relocating same vicinity. One of the key aims of the Plan is to minimise the need for out-co- between housing growth and employment provision has been very carefully consid- the Deposit LDP does not seek to transform Bridgend County Borough into a com Swansea, and this is the opposite aim of what the strategy is seeking to achieve. The is considered the most appropriate to achieve an equilibrium between new homes balanced against other key infrastructure requirements, and connected throug
573	No	No changes	opportunities. This is detailed further within the Employment Background Paper. Comments noted.
520	No as I do not live or visit there	proposed No changes proposed	Comments noted.
520	No	No changes proposed	Comments noted.

housing in high need areas

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

of which are greenfield. Each ment Methodology which was port (2020)). During Stage 2 I in terms of their deliverability, cal character, environmental number of technical supporting ding this detailed assessment, an.

een produced (See Appendix ut which the development of s within the plan period could ental management, utilities in

s for the mixed-use Strategic Such development will deliver ies, public open space, active ese Strategic Sites will prove bunty Borough.

idence base has evaluated a vels of population change and opment of a Growth Strategy ically active people remaining g and/or expanding within the -commuting. The relationship idered to this end. Therefore, ommuter area for Cardiff and The level of growth proposed es and employment provision, ugh enhanced active travel

848	No	No changes proposed	Comments noted.
134	Council (YCC) have discussed in detail the Local Development Plan for 2018 -2033 and this is our collective response to the consultation document. These discussions focused on the potential direct and indirect impact it may have on the areas of Tondu, Ynysawdre and Brynmenyn areas, which form part of the Valleys Gateway.	Concerns relating to Impact of key proposals on Tondu, Ynysawdre and Brynmenyn areas.	Comment/support noted. The Deposit Plan has been underpinned by the identificati scale of economic growth and housing provision, all of which have been based judgements regarding need, demand and supply factors (See Appendix 4 Preferred Strategy Strategic Growth Options). A range of growth scenarios across th period have been analysed and discussed within the Strategic Growth Options Be considered how the County Borough's demographic situation is likely to change from the most appropriate response for the Replacement LDP. As such the Replacement LI plan requirement to enable a balanced level of housing and employment provision th patterns of growth, support existing settlements and maximise viable alfordable hous. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developme periphery of sustainable urban areas, primarily on previously developed brownfield si the delivery of the brownfield regeneration allocations identified in the existing LDP, and the Llynfi Valley are still denoted as regeneration priorities through their designati. Areas. The ongoing commitment to brownfield development opportunities within thes the site-search sequence outlined in Planning Policy Wales and seeks to minimise or Best and Most Versatile (BMV) agricultural land. However, given the existing LD development on brownfield regeneration opportunities remaining. Additional viable and some greenfield sites) are therefore required to implement SP1, deliver affordable f and ensure the County Borough's future housing requirements can be realised. The Replacement LDP apportions sustainable growth towards settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment for 171 sites. Each candidate site I the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Site Assessment Methodology which was previously con 13 – Candi
	Whilst the council members were pleased to see that the LDP acknowledged that there are capacity issues which would constrain further significant residential development there were concerns within	Concerns relating to insufficient plans for affordable housing.	In terms of affordable housing, the Council has prepared an updated Local Housing N for the County Borough (See Appendix 23). This assessment has informed the Repla plan will provide an appropriate contribution to affordable housing provision, thro proportions.
	development there were concerns within the LDP that there were insufficient plans for affordable housing and that the targets set were far too low and that the		While additional affordable housing is needed throughout the County Borough, this Area in terms of quantity and type, with Bridgend having been identified as the higher evidence, combined with the Settlement Assessment (See Appendix 19) and Spa

ation of the most appropriate upon well informed, evidence 42 – Background Paper 2: the whole Replacement LDP Background Paper. This has rom 2018-2033 and informed LDP identifies an appropriate that will achieve sustainable busing delivery.

y Options Background Paper nent of land within or on the sites. It continues to focus on P, hence, Porthcawl, Maesteg ation as Regeneration Growth sese settlements accords with e developmental pressure on LDP's success in delivering Valleys Gateway), there are nd deliverable sites (including e housing in high need areas

ready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined ation, neighbouring land uses, opportunities. Site promoters es to demonstrate the site's nt, only those sites deemed

Market Assessment (LHMA) placement LDP to ensure the rough viable thresholds and

his varies by Housing Market hest housing need area. This patial Strategy Options (See

ſ	suggestion that S106 would deliver social and affordable was unrealistic.		Appendix 43) Background Paper, informed the classification of Bridgend as the Prir the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the
			within and informed classification of the other Main Settlements in the Strategy (inc and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with mode Spatial Strategy has therefore been developed to maximise affordable housing del areas.
			The LDP is one significant means of addressing this shortfall, although it must be rece allocations are not the only mechanism to deliver affordable housing. The Plan-Wide V (See Appendix 32) was therefore prepared to determine the extent to which the LDP identified for affordable housing across the County Borough over the plan period. The the broad levels of development viability across the County Borough's seven Housing within the LHMA and was supplemented with site specific viability testing for those Plan. This process informed the contribution that sites (within different market areas) infrastructure, affordable housing and other policy requirements. These require Development Management Policy COM3.
			During the plan period, development proposals within the LDP are expected to delive dwellings across the County Borough in order to contribute to the level of housing need The remaining need for affordable housing (identified in the LHMA) will need to be do other mechanisms. These mechanisms include capital grant funding (Social Housing funded Registered Social Landlord developments, private sector leasing schemes, re- and re-configuration of existing stock. However, these mechanisms are outside the especially considering that past availability of capital funding (notably Social Housing robust indication of the future availability of funding over the life of the LDP.
	When considering the indirect impact that the LDP would have on the YCC area it was noted that any proposed significant residential developments in Maesteg and LLangynwyd would have a significant effect on an area which BCBC has already acknowledged within the LDP already has major capacity issues when looking at the access to the M4 corridor at J36. • South	to impact of proposed development in LDP on the YCC	The Replacement LDP identifies and differentiates between the sustainability of place hierarchy. This has been informed by the conclusions of the Bridgend County Borou (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and fur and seeks to achieve more sustainable places in a number of ways. The scale and to settlements is dependent upon their individual roles, functions and positions within This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – Ba Strategy Options) directs the majority of growth towards areas that already beneficial including transport networks, services and facilities, or where additional capacity can
	 of Pont Rhyd-y-Cyff – A southern extension of the village, which BCBC estimates could accommodate up to 500 new homes and acknowledges there would need to be improvements to road safety for pedestrians and cyclists. Maesteg Washery – Land to the northwest of Maesteg Comprehensive, which could be used for 135 new homes as a "natural expansion of the town". Former Revlon/Cosi factory, Ewenny Road, Maesteg – Outline planning consent has already been granted for a mixed-use 		The Strategy recognises the need to deliver wider regenerative benefits to Valleys co acknowledges their infrastructure capacity, topography and geographical constraint the Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that capacity to accommodate regeneration-led growth within the Valleys communities. Th Policy COM1(R1-R3)) within this area that already have the benefit of planning perm development briefs or master planning exercises to facilitate their delivery and r number of these sites are also brownfield or are under-utilised, whilst also being aligne demonstrating high credentials in terms of sustainable development and pla acknowledged that some will require longer lead-in times, preparatory remediation- more detailed strategies to facilitate delivery. These sites will therefore be consider not be counted as part of the immediate housing land supply, although the Council redevelopment through their allocation as long-term Regeneration Sites.
	development of business units, retail,		The local settlement of Pont rhyd y cyff is sustainably located on the edge of the Re Maesteg and Upper Llynfi Valley. Whilst there are a number of large regeneration

Primary Key Settlement within ne LHMA identified high need ncluding Pencoed, Porthcawl oderate need in Maesteg. The delivery in high housing need

ecognised that its policies and e Viability Assessment (2021) DP can contribute to the need The Assessment considered ing Market Areas as identified se sites key to delivery of the s) can make to the delivery of quirements are reflected in

iver a total of 1,977 affordable need identified by the LHMA. e delivered through a range of sing Grant or otherwise), selfre-utilisation of empty homes the scope of the LDP itself, ing Grant) does not provide a

aces by defining a settlement ough Settlement Assessment d functional settlement pattern ad type of growth apportioned thin the settlement hierarchy. Background Paper 3: Spatial hefit from good infrastructure an be provided.

communities at a scale which ints. Therefore, Maesteg and at it demonstrates the largest There are individual sites (See ermission or are the subject of d regeneration. A substantial ned to transport hubs, thereby placemaking. However, it is on-based enabling works and lered as 'bonus sites' and will cil remains committed to their

Regeneration Growth Area of ion sites in the Maesteg and

leisure and up to 150 new homes. A full		surrounding parts of the Llynfi Valley that could accommodate mixed used develop
flood impact assessment is needed.		several constraints that need to be overcome. Extension to the settlement boundary enable viable sustainable development with close proximity and accessible active tra of Maesteg, providing access to a wide range of facilities, services and key transpor railway station. Development in this location would also foster closer integration betw Llangynwyd and the settlement of Pont rhyd y cyff.
		The Council recognises that any development growth will likely result in greater travel of traffic levels and congestion is likely to occur if appropriate mitigating transport means not delivered. Therefore, a Strategic Transport Assessment (See Appendix 36) has be the impact of plan proposals and help guide and inform the process of delivering lar modelling and quantifying the transport impact of these proposals. The technical assessment demonstrate that the proposed level of development detailed within the L within the BCBC Highway Network with suitable mitigation.
The LDP acknowledges all of the proposed Llynfi valley developments will require a full transport assessment as part of proposals to improve the Tondu junction and Junction 36 of the M4. It mentions in the LDP of - 'Unspecified improvements to the A4063 between Tondu and Maesteg'. This suggests that BCBC recognises this road is at capacity but has no idea how to	to traffic generated by the proposed development in Llynfi valley and HGV traffic from WEPA.	Whilst developments should be encouraged in locations which reduce the need to tra- sustainable transport, the Council recognises that any development growth will lik demand, and that increased traffic levels and congestion is likely to occur if appro- measures and infrastructure are not delivered. Therefore, a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide and infor land allocations by means of modelling and quantifying the transport impact of thes notes accompanying this assessment demonstrate that the proposed level of devel LDP can be accommodated within the BCBC Highway Network with suitable mitigation
resolve it. The extra volume of HGV traffic from WEPA when their expansion is complete, along with further developments along the route, will punish the homeowners in both Tondu and Coytrahen with excessive noise and air pollution.		With specific reference to Maesteg, Policy PLA8 (10) acknowledges that there are s the A4063 between Sarn and Maesteg which generate capacity and safety concerns. to address these concerns will continue to be pursued and secured through the use Agreements where they relate to the impact of new development. Furthermore Stra Transport and Accessibility will ensure that development must be located and design the need to travel, reduces dependency on the private car and enables sustainab education, local services and community facilities. Development will be required to de the provision of, active travel scheme, public transport measures, road infrastrue measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Int Appendix 29).
		Policy PLA8 (3) identifies a need to improve the capacity of the Maesteg to Bridgend more trips to be made by public transport. Background Paper 13 – Rail Commuter Tr Appendix 53) highlights that Transport for Wales have already introduced refurbished increasing passenger capacity. TfW have further plans to introduce brand new train particular emphasis on allowing more room for bikes and pushchairs. In addition, fea- progressed to explore the potential of increasing service frequency on the line.
		In relation to infrastructure, Policies PLA1-PLA5 (See Deposit Plan – Page 6 requirements for the mixed-use Strategic Development Sites in Regeneration Grow Growth Areas. Such requirements include masterplan development principles and der of which seek to contribute and address the identified key issues and drivers identified LDP preparation process. This will be facilitated through the provision of affordable provision, public open space and active travel provision.

opment, these sites possess ary of Pont rhyd y cyff would ravel links to the town centre port infrastructure e.g. Garth tween Ysgol Gyfun Gymraeg

el demand, and that increased asures and infrastructure are been undertaken to consider land allocations by means of cal notes accompanying this a LDP can be accommodated

travel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) form the process of delivering ese proposals. The technical velopment detailed within the ation.

e significant constraints along is. Appropriate improvements use of Highway and Planning trategic Policy 5: Sustainable gned in a way that minimises able access to employment, deliver, or contribute towards ructure, and other transport Integrated Network Plan (See

and railway line to encourage Trips and Infrastructure (See ed trains on this route, greatly ains in December 2022, with easibility work is already well

62) detail the site-specific owth Areas and Sustainable development requirements all ied through the Replacement le housing, on-site education

		Development of this scale (sustainable urban extensions) is necessary to create su will incorporate a mix of complementary uses and deliver improvements to existing in new supporting infrastructure. The latter factor is particularly notable given the school County Borough and the need for new strategic sites to be significant enough in sca new primary school as a minimum.
We also feel a lack of consideration has been given to the provision of medical facilities, adequate school places, green spaces and access to public transport! This leads us to question how this LDP fits with BCBC's promotion of improving the environment and people's health and well- being? Although outside Ynysawdre CC's remit the largest strategic site in the deposit LDP is the Land southeast of Pyle (everything between the railway and the M4) potentially accommodating 2,000 new homes (15% affordable), two primary schools, a new local retail centre, a foot/cycle bridge over the railway linking to Pyle and 8 hectares of open space, which is bound to impact on the surrounding areas.	Concern in relation to provision of medical facilities, schools, green spaces, access to public transport and impact of the proposed development on Land Southeast of Pyle on Valleys Gateway.	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has beer 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses w not proceed. Such infrastructure includes transport, education, health, environment additional to community and cultural infrastructure. The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence baneed, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and informed the for the Replacement LDP. As such the Replacement LDP identifies an appropriate pl balanced level of housing and employment provision that will achieve sustainable period settlements and maximise viable affordable housing delivery.
		periphery of sustainable urban areas, primarily on previously developed brownfield sit the delivery of the brownfield regeneration allocations identified in the existing LDP, I and the Llynfi Valley are still denoted as regeneration priorities through their designation Areas. The ongoing commitment to brownfield development opportunities within thes the site-search sequence outlined in Planning Policy Wales and seeks to minimise of Best and Most Versatile (BMV) agricultural land. However, given the existing LD development on brownfield land in other settlements (notably Bridgend and the Va limited further brownfield regeneration opportunities remaining. Additional viable and some greenfield sites) are therefore required to implement SP1, deliver affordable h and ensure the County Borough's future housing requirements can be realised.
		The Replacement LDP apportions sustainable growth towards settlements that alreat services, facilities and employment opportunities and are most conducive to en- development. As such, a Settlement Assessment has been undertaken (See Ap- sustainable settlement hierarchy. Based upon the consideration of a comprehe- sustainable growth will be appropriately directed towards the Main Settlements of Br- with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
		The plan preparation has involved the assessment of 171 sites. Each candidate site I the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment based on any specific issues they raised in terms of their deliverability, general location existing use(s), accessibility, physical character, environmental constraints and op were asked to prepare and submit a number of technical supporting studies deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan.

sustainable communities that infrastructure and/or provide ool capacity issues across the cale to support provision of a

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

ate scale of economic growth based judgements regarding red Strategy Strategic Growth od have been analysed and considered how the County ne most appropriate response plan requirement to enable a e patterns of growth, support

y Options Background Paper nent of land within or on the sites. It continues to focus on P, hence, Porthcawl, Maesteg ation as Regeneration Growth ese settlements accords with e developmental pressure on LDP's success in delivering Valleys Gateway), there are nd deliverable sites (including e housing in high need areas

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined ation, neighbouring land uses, opportunities. Site promoters s to demonstrate the site's at, only those sites deemed

	In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spec masterplan development principles and development requirements, all of which seek the identified key issues and drivers identified through the Replacement LDP prepar- required to deliver affordable housing, education provision, recreation facilities, public provision plus appropriate community facilities.
	In relation to infrastructure, Policies PLA1-PLA5 (See Deposit Plan – Page 6 requirements for the mixed-use Strategic Development Sites in Regeneration Grow Growth Areas. Such requirements include masterplan development principles and development sites to contribute and address the identified key issues and drivers identified LDP preparation process. This will be facilitated through the provision of affordable provision, public open space and active travel provision.
	Development of this scale (sustainable urban extensions) is necessary to create su will incorporate a mix of complementary uses and deliver improvements to existing in new supporting infrastructure. The latter factor is particularly notable given the school County Borough and the need for new strategic sites to be significant enough in sca new primary school as a minimum.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses w not proceed. Such infrastructure includes transport, education, health, environment additional to community and cultural infrastructure.
	In terms of GP surgeries, the Council has been engaging with Cwm Taf Morgannwg U the outset of the Replacement LDP process. Early meetings were held to ensure the l 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 othe invited to provide comments in respect of those sites identified as suitable for future allocation in the Deposit LDP.
	Whilst the Council cannot ultimately control provision of primary healthcare services, will continue and be maintained with Cwm Taf Morgannwg University Health Board. provision planning as site allocations within the Deposit Plan progress.
	In terms of green spaces, Development proposals including strategic site allocations we protect and enhance Bridgend's green infrastructure network and ensuring that in retained wherever possible and integrated into any new development.
	In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spect masterplan development principles and development requirements. Such requirement retain and provide suitable buffers to habitats, particularly hedgerows, trees (inclu Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreat to be delivered in accordance with Policy COM10 and Outdoor Recreation Fa Development Supplementary Planning Guidance.

ecific requirements including ek to contribute and address aration process. Sites will be olic open space, active travel

62) detail the site-specific owth Areas and Sustainable development requirements all ied through the Replacement le housing, on-site education

sustainable communities that infrastructure and/or provide ool capacity issues across the cale to support provision of a

en produced (See Appendix t which the development of within the plan period could ental management, utilities in

University Health Board from e level and spatial distribution

her consultation bodies were re development and possible

s, close working relationships d. This will be key to service

will be expected to maintain, individual green assets are

ecific requirements including ements will ensure that sites luding Ancient and/or Semiation facilities will be required Facilities and New Housing

	Councillors are concerned a lack of consideration has been given to the provision of medical facilities. At present there is already a 2 -3 week waiting period for a call back from most local surgeries. The electorate will not accept that this is dismissed as out of BCBC authority. We want to see and take confidence that these concerns are being address or are BCBC prepared for the backlash when surgeries reach capacity? We also believe policies over green spaces and play areas should be strengthened to ensure more of them and better access to walk/cycle routes with more investment in public transport as we are concerned how BCBC plan to keep the residents moving! Ynysawdre Community Council would welcome further consultation on these issues.	consideration to the provision of medical facilities and green areas.	In terms of public access to public transport, developments should be encouraged in need to travel and promote the use of sustainable transport, the Council recognises the will likely result in greater travel demand, and that increased traffic levels and con appropriate mitigating transport measures and infrastructure are not delivered. There Assessment (See Appendix 36) has been undertaken to consider the impact of plar and inform the process of delivering land allocations by means of modelling and quar of these proposals. The technical notes accompanying this assessment demonstrate development detailed within the LDP can be accommodated within the BCBC High mitigation. Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depende enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend Ld Bridgend Integrated Network Plan (See Appendix 29). Strategic site allocations identified by policies PLA1-PLA5 detail the site-speci masterplan development that prioritises walking and cycling routes must be incorpor foster community orientated, healthy walkable neighbourhoods. In terms of health and wellbeing, the Deposit Plan has been prepared in accordance beelopment Plan. Manual (Edition 3). It contains guidance on how to prepared evelopment plan, underpinned by robust evidence to ensure that plans are effic contribute to placemaking, as defined in national policy set out in Planning Policy Was account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the speciesues affecting the County Borough. Background Paper 10 (See Appendix 5) Replacement LDP has also been prepared in line with Bridgend Public Serv Objectives. The Bridgend Well-being Plan outlines the things that Bridgend Public together on over the next fiv
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in locations which reduce the that any development growth congestion is likely to occur if erefore, a Strategic Transport lan proposals and help guide uantifying the transport impact rate that the proposed level of ighway Network with suitable

ire that development must be idency on the private car and hity facilities. Development will e, public transport measures, Local Transport Plan and the

ecific requirements including nents include pursuing transitwhilst reducing private motor porated throughout the site to

ance with Welsh Government pare, monitor and revise a effective and deliverable and Vales (PPW).

nerations Act of which places s been developed to take into becific characteristics and key (50) demonstrates that the

ervice Board Well-being Plan Iblic Service Board will work ve want Bridgend to look in 10 placement LDP assists in the

University Health Board from le level and spatial distribution

ther consultation bodies were and possible

			justifying the provision of new facilities and/or remedying local deficiencies in provision means of safeguarding and enhancing existing facilities as appropriate. Additionally, the Council has undertaken a Green Infrastructure Assessment (See shape the planning and delivery of green infrastructure throughout the County B summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a to include green infrastructure assets (such as allotments, cemeteries, woodland
			Integrated Network Maps. As such the assessment will provide a mechanism to ensure an integral and significant part of development and wider infrastructure proposals. Development proposals including strategic site allocations will be expected to main Bridgend's green infrastructure network and ensuring that individual green assets are and integrated into any new development.
			In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spect masterplan development principles and development requirements. Such requirement retain and provide suitable buffers to habitats, particularly hedgerows, trees (inclu Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreat to be delivered in accordance with Policy COM10 and Outdoor Recreation Fa Development Supplementary Planning Guidance.
51	N/A	No changes proposed	Comments noted.
102 0	Where is the upgrade to local infrastructure, particularly roads that can open up the valleys for renewal and growth? There's nothing.	No changes – concern regard infrastructure	An Infrastructure Delivery Plan (IDP) has been produced (See Appendix 37) to supp The IDP provides a single schedule of all necessary infrastructure without which the sites for the anticipated quantum of proposed housing/employment uses within the pla Such infrastructure includes affordable housing, transport improvements, education health facilities, environmental management and utility infrastructure in addition facilities.
			Policy PLA8 identifies a range of transportation proposals that are included within These include: PLA8(1) Bus corridor improvements along the Llynfi, Garw, Ogmore Pyle – Aberkenfig, Pencoed – Pyle and Porthcawl – Cornelly Corridor, PLA8(3) Impro- the Maesteg – Bridgend railway line, PLA8(7) New park and ride facility at Ewenny Improvements to A4063 between Sarn and Maesteg. Whilst the various proposals development, their inclusion in the Replacement LDP demonstrates the Council's con-

s, close working relationships rd. This will be key to service

iversity with a broad range of e been refreshed and updated at in line with national planning puntryside, special landscape at, green infrastructure, nature

h, the Council has undertaken oss the County Borough (See gs can be used as means of vision. It can also be used as

e Appendix 23) to guide and borough. The assessment and Children's Playing Space boadopting a holistic approach nds, broad habitats) and the sure green infrastructure forms

aintain, protect and enhance retained wherever possible

becific requirements including ements will ensure that sites cluding Ancient and/or Semieation facilities will be required Facilities and New Housing

upport the Replacement LDP. the development of allocated plan period could not proceed. tion provision, open spaces, n to community and cultural

hin the Local Transport Plan. ore, Aberkenfig – Bryncethin, provements to the capacity of nny Road, Maesteg PLA8(10) sals are at differing stages of commitment to making further

			progress towards their implementation during the plan period. This will require working of different stakeholders to identify sources of funding.
To di tra co w	The current works being carried between Tondu and Maesteg have caused huge lisruption to both residents and those ravelling. This needs to be taken into consideration when planning any future works.	No changes No changes	Comments noted. Strategic Policy 5: Sustainable Transport and Accessibility will ensure that new der and designed in a way that minimises the need to travel, reduces dependency on t sustainable access to employment, education, local services and community faci required to deliver, or contribute towards the provision of, active travel scheme, publi infrastructure, and other transport measures, in accordance with the Bridgend Loc Bridgend Integrated Network Plan (See Appendix 29). The Replacement LDP identifies and differentiates between the sustainability of place
LI care re Ti of to the est la coarth vi Wid stepped in prA to PC di acow	 relation to issues identified within the langynwydd Lower Community Council is an I please make the following epresentations. The main issue is capability and capacity of the A4063 that is the main arterial route to access Maesteg. This road runs through the village of Coytrahen. The road has bertainly reached capacity in terms of its tructure and ability to manage the current arge volume of traffic. Only recently the community supported BCBC in planning upproval for the Paper mill development that will increase traffic flow through the illage. Within the proposed LDP, Maesteg is dentified as an area suitable for ubstantial growth. If this was to be exploited then this no doubt will impact on peripheral communities such as Coytrahen when we consider an expected increase once again in traffic volume. The proposed LDP identifies issues with the A4063 but does not include any detail as to how these issues will be addressed. Pedestrianisation along the route from Coytrahen to Tondu is in a dire state of lisrepair. This exacerbates safety issues is identified in the proposed plan. The community council remain available to york in partnership with BCBC to address his problem. 	No changes proposed – capacity concerns re: the A4063	The Replacement LDP identifies and differentiates between the sustainability of plac hierarchy. This has been informed by the conclusions of the Bridgend County Borou (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and fi and seeks to achieve more sustainable places in a number of ways. The scale and to settlements is dependent upon their individual roles, functions and positions with This is to ensure the Replacement LDP and spatial strategy (See Appendix 43 – B: Strategy Options) directs the majority of growth towards areas that already bene including transport networks, services and facilities, or where additional capacity can Whilst developments should be encouraged in locations which reduce the need to tra sustainable transport, the Council recognises that any development growth will lif demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide and info land allocations by means of modelling and quantifying the transport impact of thes notes accompanying this assessment demonstrate that the proposed level of deve LDP can be accommodated within the BCBC Highway Network with suitable mitigati With specific reference to Maesteg, Policy PLA8(10) acknowledges that there are s the A4063 between Sarn and Maesteg which generate capacity and safety concerns. to address these concerns will continue to be pursued and secured through the us Agreements where they relate to the impact of new development. Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depende enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Br

ing in partnership with a range

development must be located in the private car and enables acilities. Development will be ablic transport measures, road cocal Transport Plan and the

aces by defining a settlement ough Settlement Assessment d functional settlement pattern nd type of growth apportioned ithin the settlement hierarchy. Background Paper 3: Spatial nefit from good infrastructure an be provided.

travel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) form the process of delivering nese proposals. The technical velopment detailed within the ation.

e significant constraints along ns. Appropriate improvements use of Highway and Planning

re that development must be dency on the private car and hity facilities. Development will e, public transport measures, Local Transport Plan and the

teg to Bridgend railway line to – Rail Commuter Trips and introduced refurbished trains introduce brand new trains in shchairs. In addition, feasibility ency on the line.

ID	Do you have any comments to make on the k Comment	Summary of changes being sought/proposed	Council response						
47	Porthcawl Waterfront – Salt Lake element The key barrier here is providing a parking solution. A full parking strategy must be produced prior to any firming up on any proposals. Whilst I share the ambition to reduce reliance on the car for work and leisure it is none the less a fact that our environment is built around the motor car in terms of culture and learned behaviours. A strategy needs to reflect the here and now in terms of supporting the Porthcawl tourism visitor economy. Porthcawl actually needs a form of park and ride now to cater for demand for parking and as a seed-corn approach to encouraging a societal move. By providing a modest provision then use may grow. In the short term two undeveloped parking in a field options could be provided on a) land opposite the Esso Petrol Station outside of South Cornelly (where there is unused vacant land). The venue could conceivable be within an enhanced open top bus route. Consideration could also be given to the viability of a 'purple Parking' style business. Heathrow has a number of companies	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. In terms of car parking, it's acknowledged that a sound and rob critical to the success of the regeneration. As part of the strategy, the site will accon car park on the existing Hillsboro car par enabling more ground floor space to be giv development. Consideration should be given to alternative future uses as, overtime, to Porthcawl Waterfront will be principally by public transport including park and ride the number of private vehicles requiring parking facilities. Consultations confirmed concept of a multi storey car park whilst recognising it will change the immediat Hillsboro Place. The authority has a strong desire to facilitate and actively encourage a modal shif public transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' may also be located along the Po as a boulevard where visitors and locals could arrive at, and depart from the regene The location of the bus terminus will enable access towards the waterfront and also th has also undertaken feasibility work to explore proposals to deliver a bus term regeneration area. The bus terminus project is being brought forward in connection Metro Plus project and is seen as a key element of the wider regeneration plans. With respect to location of housing within Porthcawl, the Spatial Strategy (See Apper 3) prioritises the development of land within or on the periphery of sustainable previously developed brownfield sites. It continues to focus on the delivery of the allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynf regeneration priorities through their designation as Regeneration Growth Areas. Thows field development opportunities within these settlements accords with the site in Planning Policy Wales and seeks to minimise developmental pressure on Best agricultural land.						
	offering this service where a minibus with a box trailer delivers you to the airport from their car park and then a phone call alerts them to collect you. Needs thought, but the principle might be a future prospect as offering greater convenience and less hassle for families faced with transporting mum, dad, 3 children, windbreaks, buckets and spades, picnic lunch etc to and from the beach. Consideration could also be given to investigating whether the 'public footpath' networks from the Cornelly location and other across town areas could be improved to allow electric scooters and bikes and encourage pedestrians. People might cycle from the park and ride or people arriving with bikes on the roof rack might see a park and ride site for their car as a good option.								 The Replacement LDP apportions sustainable growth towards settlements that alresservices, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Alsustainable settlement hierarchy. Based upon the consideration of a comprehens Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of s growth, demonstrating capacity for sustainable growth based on its accessibility, a employment provision in the context of its existing population base. As such, Porthcawl is defined as an area of growth – but which can predominately b settlement boundary. A more flexible approach to defining the settlement boundary a mean the inclusion of greenfield sites that could be 'cherry-picked' by developers a of the brownfield regeneration site that is crucial for the success of the plan (See Boundary Review). Furthermore, the plan preparation has involved the assessment of 171 sites. Eac assessed against the criteria in the Candidate Site Assessment Methodology which upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During States and the inclusion of the set of t

obust parking strategy will be ommodate a new multi storey given over to public realm and ne, the aspiration is that travel de schemes, greatly reducing ed widespread support for the liate outlook of properties on

nift towards increased use of ell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council rminus within the Porthcawl on with Cardiff Capital Region

endix 43 – Background Paper le urban areas, primarily on the brownfield regeneration rnfi Valley are still denoted as The ongoing commitment to site-search sequence outlined est and Most Versatile (BMV)

ready benefit from significant enabling transit orientated Appendix 19) to establish a insive range of variables the f supporting regeneration-led availability of amenities and

be served within the existing around this settlement would and undermine the delivery be Appendix 38 - Settlement

ach candidate site has been ich was previously consulted Stage 2 detailed assessment, eliverability, general location, vironmental constraints and

		
	is far more preferable to the proposal on	opportunities. Site promoters were asked to prepare and submit a number of tech
	Sandy Bay for the following reasons: Zig	demonstrate the site's deliverability, sustainability and suitability. Proceeding this
	Zag Lane : 500 units capacity with mix of	those sites deemed appropriate were included for allocation in the Deposit Plan.
	housing, Sandy Bay: 900 units stated Zig	
	Zag Lane : Highways connections easily	Candidate site 221.C2 relating to Zig Zag Lane failed Stage 1 of the Candidate Si
	accessible with a possible roundabout on	represented a large scale greenfield extension to the existing settlement of Porthcav
	newton Nottage Road, Sandy Bay:	strategy.
	Significant highways issues, Requires a	
	new road and CPO. Potential highways	Porthcawl Waterfront was considered to be appropriate for allocation following ass
	issues feeding Sandy Bay off of Portway	be subject to site-specific requirements including masterplan development pr
	Roundabout. Zig Zag Lane : Location	principles (See Deposit Policy PLA1 – Page 63). The provision of new residential
	preferable in terms of contributing new	dwellings, will enable the delivery of other vital regeneration requirements compri
	housing. Less susceptible to second homes	open space, leisure, enhanced active travel links plus education, retail and commun
	or holiday lets, Sandy Bay: High risk of	
	leakage to second homes and holiday lets.	In terms of highway improvements, Policy PLA1 ensures that development of t
	Zig Zag Lane : Potential to deliver within 2/3	roundabout and link road to enable access to the Sandy Bay development parcels.
	years, Sandy Bay: Potential for public	also be required to ensure that the principal point of vehicular access for a fo
	enquiry. 6 -10 years delivery if at all. Zig	roundabout. Off-site highway improvements will also be required of which the
	Zag Lane : Loss of set aside farmland,	requirements arising from the Transport Assessment and as identified in the T
	Sandy Bay: Loss of prime sea front land	Schedule.
	with leisure and tourism economic value.	Development of the site will also be required to incomparate on expression raises
	Zig Zag Lane : Easy access from A48 and	Development of the site will also be required to incorporate an appropriate mix of
	A4016, Sandy Bay: Access close to town	meet local housing needs, including 30% affordable housing units to be integrated the
	centre conflict with foodmarket, Hillsboro	In respect of potential leakage to second homes and holiday lets, it is beyond the s
	car park, sea front and harbour, New Road	the future occupants of the proposed residential development.
	Station Hill retail centre, into town centre all	They key enabling infrastructure required to facilitate the proposed development
	off of the same roundabout. Zig Zag Lane : Compatible community solution, Sandy	They key enabling infrastructure required to facilitate the proposed developmer includes the following key requirements:
	Bay: Long standing resident objections. Zig	 Coastal defence improvements;
	Zag Lane : Does not conflict with Dan Y	 New public open space;
	Graig, Newton or Parkdean Caravan Park,	 Drainage infrastructure;
	Sandy Bay: Bottleneck roundabout close to	 New road and roundabout;
	Newton Coop store. Zig Zag Lane : Likely	Active travel improvements;
	that infrastructure will be contained within	Education provision; and
	developer costs plus planning income,	Utility connections and upgrades
	Sandy Bay: Risky development – high	
	BCBC borne infrastructure costs. Zig Zag	The aforementioned infrastructure requirements have been factored into the regen
	Lane : Provides range of quality homes in a	early stage and the estimated costs have been informed by suitable technical evic
	rural environment compatible with	work indicates that the infrastructure is inherently deliverable and the associated cos
	encouraging skilled workers etc, Sandy	impact on the overall viability of the regeneration area.
	Bay: Provide a range of homes but affected	
	by the site constraints, planning and desire	With regards to timescales, the Housing Trajectory (See Appendix 1 of Deposit
	to maximise through apartment living.	phasing information for all allocated sites with the Plan, whilst also identifying how th
	······································	to determine the expected rate of housing delivery for both market and affordable
		effective monitoring of the Plan and demonstrate that a deliverable housing la
		throughout the entirety of the Plan period. In terms of Porthcawl Waterfront, whilst t
		the past, there is confidence that the site will be able to come forward. Justification
		timescale is detailed within Background Paper 4 – Trajectory (See Appendix 44).
L	I	

echnical supporting studies to his detailed assessment, only

Site Assessment, as the site awl that would undermine the

ssessment. Development will principles and placemaking tial units, including affordable prising flood defences, public nunity facility provision.

f the site will require a new s. Highway improvements will foodstore is off the Portway ney must has regard to the Transport Measures Priority

of dwelling sizes and types to throughout the development. e scope of the LDP to control

ent of Porthcawl Waterfront

eneration proposals from an vidence. This initial feasibility osts do not have a detrimental

it Plan), summarises annual they will be delivered in order le dwellings. This will enable land supply is maintainable t the site has had setbacks in ation relating to the expected

520	The main priority appears to be residential	Main priority appears to be residential	The regeneration of Porthcawl waterfront is a key element in the future development seaside resort. This major regeneration project will provide the strategic focus of opportunity for Porthcawl by maximising the benefits of the unique location that Sandy Bay. The provision of new residential units, including affordable dwellings other vital regeneration requirements comprising flood defences, enhanced active retail and community facility provision.
573	No	No changes proposed.	Comments noted.
520	Destroying Porthcawl's biggest car-park at Salt Lake will result in chaos here and will irreparably damage tourism by removing so many parking spaces. Both the main access roads into and out of Porthcawl rely on roundabouts and these will have to be improved before any building work in the town proceeds. A transport hub and 'park & ride' at Pyle would be useless and unused. Obviously none of those involved in this proposal visited here over recently or over the recent Bank Holiday, when the town came to a virtual standstill. That was without thousands of new residents and with Salt Lake full of vehicles.		Comments noted. In terms of car parking, it's acknowledged that a sound and rot critical to the success of the regeneration. The Council is currently preparing such a be set in the context of Planning Policy Wales, which states that a design-led appr parking should be taken, which ensures an appropriate level of car parking is internot dominate the development. It will also recognise that there are a limited numb when demand is particularly high and that it would be unrealistic to provide for this the development. To do so would sterilise valuable development land to provide needed on approximately 10 days each year. Nevertheless, car parking as part of regeneration area will continue to be provided at the Hillsboro car park to the weat Some visitor parking will be draw on good practice advice set out in 'Manual for stre 2', in addition to Supplementary Planning Guidance 17: Parking Standards. The ow parking is one which recognises that not all parking spaces need to be allocated unallocated parking provides a shared resource which caters for variations in dema promotes the use of unallocated parking for a large proportion of the parking supp for spaces by tourists, unallocated parking should be designed in such a way as to parking and should therefore mainly be off-street.
			to the limits of the current City Deal funding programme, the scheme will rema authority. However, funding will be invested into the proposed bus terminus being de will link in with the wider regional Metro network for visitors and residents. The auth facilitate and actively encourage a modal shift towards increased use of public trans new bus terminus is integral to this as well as being part of the wider Future Wales terminus' may also be located along the Portway of which will function as a bouleval could arrive at, and depart from the regeneration site and town centre. The locate enable access towards the waterfront and also the town centre. The Council has work to explore proposals to deliver a bus terminus within the Porthcawl regeneration project is being brought forward in connection with Cardiff Capital Region Metro P key element of the wider regeneration plans.
520	The LDP mentions 'long-established plans' that never materialised. Only two of our 'wider range of leisure uses than Bridgend or Maesteg' is under cover and both those towns have leisure centres and swimming pools. This comment once again appears	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / leisure facilities	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, dev site-specific requirements including masterplan development principles and pla Deposit Policy PLA1 – Page 63). The provision of new residential units, includin enable the delivery of other vital regeneration requirements comprising flood de leisure, enhanced active travel links plus education, retail and community facility pr
	deceptive. More coffee shops to attract more visitors to John Street, but a lot fewer will have found a parking spot. 'Visitor facilities' must mean amusement arcades.		A Placemaking Strategy has been developed and produced of which provides the broader vision for Porthcawl; which aims to create a premier seaside resort of region comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve up space within Griffin Park, whilst creating significant new areas of open space along

ent of Porthcawl as a premier of residential-led growth and at incorporates views across gs, will enable the delivery of ve travel links plus education,

obust parking strategy will be h a strategy. That strategy will proach to the provision of car tegrated in a way which does mber of peak days each year his demand within the core of de parking that might only be of the plans for the proposed vest of the regeneration area. ern Promenade.

reets' and 'Manual for Streets overall approach to residential ated to individual properties. mand. Therefore, this strategy pply. Due to the high demand to deter its usage for tourism

lelivered in the short term due nain a long term goal for the developed at Salt Lake which uthority has a strong desire to ansport and the provision of a les Plan. As such, a new 'bus vard where visitors and locals ration of the bus terminus will as also undertaken feasibility ration area. The bus terminus Plus project and is seen as a

evelopment will be subject to placemaking principles (See ding affordable dwellings, will defences, public open space, provision.

the framework to deliver the gional significance through the ble distribution and variety of upon areas of attractive open og the seafront, supplemented

			with high quality active travel routes that traverse the entire site between the harbour development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
			In terms of Salt Lake, development will include a new food store, residential (incluses supporting commercial uses and leisure. With regards to leisure, an area north of the will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel the site could provide an alternative form of leisure/tourism/commercial, year rour Furthermore, the comprehensive enhancement of the Eastern Promenade with rester landscaping provides an exciting opportunity to create an area that will not on also act, with others, to set a quality benchmark which will also need to be achieved.
			Mixed-use development will be encouraged throughout the development. Commer on the ground floor if there is market demand for such uses. Retail uses, res particularly encouraged. This mix of uses will help bring life and vitality during the d
			Sandy Bay will accommodate public open space, residential, education provision a open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpora Outdoor Recreation Facilities of which are to be delivered in accordance with F Recreation Facilities and New Housing Development Supplementary Planning Guid
			Additionally, there are plans for creating new facilities at Cosy Corner, including correcting employment opportunities. The plans for Cosy Corner include an all-new stands which will feature new premises suitable for retail and start-up enterprises. The conserve meeting space for community use, a parade square for the Sea Cadets and an as well as changing facilities for users of the nearby marina. If funding allows, plans enhance the scheme with new landscaping, public seating, a children's play ar capable of providing comfortable outdoor shelter from rain and the sun.
848	Porthcawl deserves a significant amount of investment in its tourism attractiveness. It needs to better served than a bus terminus if you want not only people to move here to live and work but to visit and spend in the	regarding Strategic Allocation PLA1: Porthcawl Waterfront /	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, devisite-specific requirements including masterplan development principles and pla Deposit Policy PLA1 – Page 63). The provision of new residential units, including enable the delivery of other vital regeneration requirements comprising flood development, enhanced active travel links plus education, retail and community facility principles.
	local economy. Roads need improvement also	tourism investment / highway improvements	A Placemaking Strategy has been developed and produced of which provides th broader vision for Porthcawl; which aims to create a premier seaside resort of regio comprehensive regeneration of this key waterfront site. It proposes a sustainable complementary land uses across the area. It also proposed to retain and improve up space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbour development of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
			In terms of Salt Lake, development will include a new food store, residential (include supporting commercial uses and leisure. With regards to leisure, an area north of t will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel the site could provide an alternative form of leisure/tourism/commercial, year routed to be a set of the site could provide an alternative form of leisure/tourism/commercial, year routed to be a set of the site could provide an alternative form of leisure/tourism/commercial, year routed to be a set of the site could provide an alternative form of leisure/tourism/commercial, year routed to be a set of the site could provide an alternative form of leisure/tourism/commercial, year routed to be a set of the site could provide an alternative form of leisure/tourism/commercial set of the s

our and Trecco Bay. Physical ne town as a place to live and benefits that allow the broader

ncluding affordable housing), f the harbour within Salt Lake el facility is not delivered then ound, wet-weather attraction. new buildings, facilities and only enhance the frontage but yed elsewhere.

ercial units will be considered estaurants and cafes will be day and into the evening.

and commercial. In terms of prate Green Infrastructure and Policy COM10 and Outdoor uidance.

ommunity facilities whilst also stone and glass-clad building council also wants to create n office for the harbour master ns are in place that will further area and a canopy structure

evelopment will be subject to placemaking principles (See ding affordable dwellings, will defences, public open space, provision.

the framework to deliver the jional significance through the ble distribution and variety of upon areas of attractive open of the seafront, supplemented our and Trecco Bay. Physical ne town as a place to live and benefits that allow the broader

the harbour within Salt Lake I facility is not delivered then bund, wet-weather attraction.

				Furthermore, the comprehensive enhancement of the Eastern Promenade with r better landscaping provides an exciting opportunity to create an area that will not or also act, with others, to set a quality benchmark which will also need to be achieved
				Mixed-use development will be encouraged throughout the development. Commer on the ground floor if there is market demand for such uses. Retail uses, res particularly encouraged. This mix of uses will help bring life and vitality during the d
				Sandy Bay will accommodate public open space, residential, education provision a open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpora Outdoor Recreation Facilities of which are to be delivered in accordance with F Recreation Facilities and New Housing Development Supplementary Planning Guid
				Additionally, there are plans for creating new facilities at Cosy Corner, including cor creating employment opportunities. The plans for Cosy Corner include an all-new si which will feature new premises suitable for retail and start-up enterprises. The con- new meeting space for community use, a parade square for the Sea Cadets and an as well as changing facilities for users of the nearby marina. If funding allows, plans enhance the scheme with new landscaping, public seating, a children's play ar capable of providing comfortable outdoor shelter from rain and the sun.
				Strategic Policy 16: Tourism and supporting development management polic development. The LDP will also provide the framework for the provision and prot quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
				In terms of transport, Policy PLA1 ensures that development of the site will require road to enable access to the Sandy Bay development parcels. Highway improvem ensure that the principal point of vehicular access for a foodstore is off the Portway re improvements will also be required of which they must has regard to the requirement Assessment and as identified in the Transport Measures Priority Schedule.
				The authority has a strong desire to facilitate and actively encourage a modal shi public transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' may also be located along the Pl as a boulevard where visitors and locals could arrive at, and depart from the regene The location of the bus terminus will enable access towards the waterfront and also t has also undertaken feasibility work to explore proposals to deliver a bus terr regeneration area. The bus terminus project is being brought forward in connection
┝	140	The future of Porthcawl will be interlinked	Concerns	Metro Plus project and is seen as a key element of the wider regeneration plans. Comments noted. The Deposit Plan has been underpinned through the identificat
	5	and dependent upon proposed transport	regarding Strategic	scale of economic growth and housing provision, all of which have been based up
		links from Pyle and Connelly. The building of 2000 properties at Connelly together with	Allocation PLA1: Porthcawl	based judgements regarding need, demand and supply factors (See Appendix Preferred Strategy Strategic Growth Options). A range of growth scenarios across the
		the siting of the Community Recyling Centre	Waterfront	period have been analysed and discussed within the Strategic Growth Options B
		on the Industrial Estate and the proposed		considered how the County Borough's demographic situation is likely to change fro
		Park & Ride will see a great deal more traffic		the most appropriate response for the Replacement LDP. As such the Repla
		converging within the same area causing traffic jams possibly backing up onto the		appropriate plan requirement to enable a balanced level of housing and employmer sustainable patterns of growth, support existing settlements and maximise viable a
L			L	

n new buildings, facilities and only enhance the frontage but ved elsewhere.

ercial units will be considered estaurants and cafes will be a day and into the evening.

and commercial. In terms of brate Green Infrastructure and Policy COM10 and Outdoor uidance.

ommunity facilities whilst also stone and glass-clad building council also wants to create n office for the harbour master ns are in place that will further area and a canopy structure

olicies will promote tourism otection of well-located, good le County including Porthcawl, ion Management Plan (2018-

re a new roundabout and link ments will also be required to roundabout. Off-site highway ents arising from the Transport

hift towards increased use of rell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

ation of the most appropriate upon well informed, evidence x 42 – Background Paper 2: s the whole Replacement LDP Background Paper. This has from 2018-2033 and informed placement LDP identifies an ent provision that will achieve affordable housing delivery.

M4. PTC do not believe that a substantial	The distribution of enough is further evolve to develop time title die the Orestiel Otestern. Or times Devlo
percentage of the County Borough of	The distribution of growth is further evaluated and justified in the Spatial Strategy Options Back
Bridgend Welsh Government target for new	(See Appendix 43 – Background Paper 3). The strategy prioritises the development of land wit
housing should be met by converting Salt	periphery of sustainable urban areas, primarily on previously developed brownfield sites. It contin
Lake and Sandy Bay into housing estates,	on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence
PTC do agree however that some housing	Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their de
should be included on both sites. The LDP	Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities
is a powerful tool in terms of driving	settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks
regeneration of all communities across the	developmental pressure on Best and Most Versatile (BMV) agricultural land.
Borough and in this sense, too much notice	
is given to where developers might want to	The Replacement LDP apportions sustainable growth towards settlements that already benefit from
build houses and not where people really	services, facilities and employment opportunities and are most conducive to enabling trans
want to live. Enabling them to live in their	development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to
own community where they were born if	sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of
they choose to do so. New housing is a	Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting reg
powerful economic driver. Sea facing	growth, demonstrating capacity for sustainable growth based on its accessibility, availability of a
houses are going to be expensive because	employment provision in the context of its existing population base.
developers will see that as a premium they	
can recoup. What percentage will be taken	The plan preparation has involved the assessment of 171 sites. Each candidate site has been asse
up by speculators, buy to let, downsizers or	the criteria in the Candidate Site Assessment Methodology which was previously consulted upon (
holiday home ownership. Every new	13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment, sites we
development along the seafront in	based on any specific issues they raised in terms of their deliverability, general location, neigh
Porthcawl has seen a substantial	uses, existing use(s), accessibility, physical character, environmental constraints and oppor
percentage swallowed up by absent	promoters were asked to prepare and submit a number of technical supporting studies to demonst
landlords. For the proposed new housing	deliverability, sustainability and suitability. Proceeding this detailed assessment, only those s
developments of Salt Lake and Sandy Bay	appropriate were included for allocation in the Deposit Plan.
to work would mean improvements to the	
current infrastructure of Porthcawl and PTC	As part of the proposed allocation of Porthcawl Waterfront, development will be subject to
feel it is madness to drive a new road	requirements including masterplan development principles and placemaking principles (See D
through the rear of Griffin Park, losing the	PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enabl
current tennis court which now has a	of other vital regeneration requirements comprising flood defences, public open space, leisure, enl
thriving tennis school and losing some of	travel links plus education, retail and community facility provision.
the green useable space in Porthcawl. As it	
stands the proposal is to rely on bringing in	A Placemaking Strategy has been developed and produced of which provides the framework
all the traffic down the dual carriageway, to	broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance
do away with parking at Salt Lake. PTC are	comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution a
aware that one of the consultants who have	complementary land uses across the area. It also proposed to retain and improve upon areas of a
contributed to the proposals in the past has	space within Griffin Park, whilst creating significant new areas of open space along the seafront, s
suggested that the dual carriageway should	with high quality active travel routes that traverse the entire site between the harbour and Trecco
become a single lane on one side and	development of the waterfront in this manner will improve the attractiveness of the town as a pla
convert the redundant carriageway on the	work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allo
South Road Town exit side to be used as	settlement of Porthcawl to thrive and prosper.
diagonal car parking. This would provide	
parking for a huge number of visitors and	In terms of Salt Lake, development will include a new food store, residential (including afforda
also solve the ongoing problem of speeding	supporting commercial uses and leisure. With regards to leisure, an area north of the harbour with
cars and motorbikes currently causing	will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not o
havoc for local residents. If BCBC really	the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weath
wanted to show ambition perhaps due	Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings,
consideration could be given to the	better landscaping provides an exciting opportunity to create an area that will not only enhance the
opportunity for the road layout to change to	also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.

Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as nt opportunities within these vales and seeks to minimise

ready benefit from significant enabling transit orientated Appendix 19) to establish a nsive range of variables the f supporting regeneration-led availability of amenities and

e has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land ints and opportunities. Site dies to demonstrate the site's nt, only those sites deemed

I be subject to site-specific inciples (See Deposit Policy llings, will enable the delivery ace, leisure, enhanced active

the framework to deliver the onal significance through the le distribution and variety of upon areas of attractive open g the seafront, supplemented our and Trecco Bay. Physical e town as a place to live and penefits that allow the broader

cluding affordable housing), the harbour within Salt Lake facility is not delivered then bund, wet-weather attraction. new buildings, facilities and only enhance the frontage but ed elsewhere.

enable Station Hill to become part of the Town again. At part one of the LDP process the following candidate sites were put forward for consideration: Moor Lane (Land at) Residential Nottage Zig Zag Lane Residential Nottage West Road (land off) Residential Nottage West Road (land toff) Residential Nottage Cae Canol (Land to North of) Residential Nottage West Road (Land West of) Residential Nottage Danygraig Avenue (Land East of) Residential Newton Cypress Gardens (Land to the North & East of) Residential Newton Cypress Gardens (Playing Fields) Residential and Recreation / Residential Newton Cypress Gardens (Playing Fields) Residential and Recreation / Residential Portncawl East Central BCBC have rejected the sites listed above at part one of the LOP process and PTC fully support and endorse this decision but also understand that some housing has to be provided within Porthcawl but PTC do not wish to see housing heavily concentrated on Salt Lake and Sandy Bay.	 Mixed-use development will be encouraged throughout the development. Commerc on the ground floor if there is market demand for such uses. Retail uses, rest particularly encouraged. This mix of uses will help bring life and vitality during the de Sandy Bay will accommodate public open space, residential, education provision an open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpora Outdoor Recreation Facilities of which are to be delivered in accordance with PC Recreation Facilities and New Housing Development Supplementary Planning Guid In terms of the sea facing housing, it is beyond the scope of the LDP to control the fut units. In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be deliv to the limits of the current City Deal funding programme, the scheme will remain authority. However, funding will be invested into the proposed bus terminus being de will link in with the wider regional Metro network for visitors and residents. The Council recognises that any development growth will likely result in greater increased traffic levels and congestion is likely to occur if appropriate mitigating infrastructure are not delivered. Therefore a Strategic Transport Assessment has be the impact of plan proposals and help guide and inform the process of delivering la modelling and quanifying the transport impact of these proposals. The technical assessment demonstrate that the proposed level of development detailed within the L within the BCBC Highway Network with suitable mitigation. Policy PLA1 ensures that development of the site will require a new roundabout and to the Sandy Bay development parcels. Highway improvements will also be required point of vehicular access for a foodstore is off the Portway roundabout. Off-site highp be required of which they must has regard to the requirements arising from the Tra identified in the Transport Measures Priority Schedule. The design philosophy contained within the
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ercial units will be considered staurants and cafes will be day and into the evening.

and commercial. In terms of rate Green Infrastructure and Policy COM10 and Outdoor idance.

uture occupants of residential

elivered in the short term due ain a long term goal for the developed at Salt Lake which

ter travel demand, and that ing transport measures and been undertaken to consider land allocations by means of cal notes accompanying this e LDP can be accommodated

nd link road to enable access ad to ensure that the principal hway improvements will also ransport Assessment and as

velopment will be higher (and s dense development toward

ensity level for the site:

have on the character of the

sites.

nber of units can be provided open space are established; d uses within the waterfront

			The Council have also commissioned consultants to undertake a Landscape/Seasc the proposed regeneration. The appraisal assesses the proposed land use, parameters. The assessment concludes that the development would not have Landscape/Seascape of Porthcawl, subject to appropriate design responses bein design stage. The assessment recognises that the development offers to impose change across an extensive area, replacing areas of dereliction with new or enhance and high-quality buildings and facilities. Further detailed assessments and consider in order to influence the design of the development, including a detailed landscape will assist in identifying detailed mitigation of adverse effects.
149 6	Total dis-agree with developing Sandy Bay for reasons previously stated. This will be taken to governmental levels. Park and Ride in Pyle will need to have a minimum of 1,000 parking spaces to cover the loss of parking in Porthcawl.	Concerns regarding parking in Porthcawl	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and underpinned by robust evidence to ensure that plans are effective and deliplacemaking, as defined in national policy set out in Planning Policy Wales (PPW). In terms of the proposed park and ride facility in Pyle, whilst it is not likely to be del to the limits of the current City Deal funding programme, the scheme will remain authority. However, funding will be invested into the proposed bus terminus being de will link in with the wider regional Metro network for visitors and residents. The auth facilitate and actively encourage a modal shift towards increased use of public tran new bus terminus is integral to this as well as being part of the wider Future Wales terminus' may also be located along the Portway of which will function as a bouleval could arrive at, and depart from the regeneration site and town centre. The locat enable access towards the waterfront and also the town centre. The Council has work to explore proposals to deliver a bus terminus within the Porthcawl regeneration project is being brought forward in connection with Cardiff Capital Region Metro Plans
271	To confirm this is my fourth letter, i am a consultee of the draft bridgend local developemnt plan consultation, i am appalled in the way the ldp and strategy has been presented to me as a consultee and for public consultation, trying to study the local development map is confusing and horendous, porthcawl town inset map pages 36/37, no street name or locality names, i and the public are not (mistake meg with a crystal ball), the whole prosses of consultation with the local development plan is fundeamentally flawed, i believe the whole stragey for porthcawl is also fundamentally flawed, short sighted and blinkered, (porthcawl water front) incuding salt lake car park, hillsborough place car park, coney beach and fair ground, sandy bay, trecco bay caravan and newton burrows rest bay car park and recreation fields. Porthcawl is a tourist destination now, covid 19 is still with us, the tourisum strategy for porthcawl must change, i do not	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / consultation / proposals map	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and underpinned by robust evidence to ensure that plans are effective and deliplacemaking, as defined in national policy set out in Planning Policy Wales (PPW). In terms of the consultation, it is the view of the Council that the overall objectives of the Scheme (CIS) as originally set out in with the approved Delivery Agreement, includ It is also considered that the LDP has been prepared in accordance with the LDP set out in the Development Plans Manual (Edition 3). The Council previously consulted the public on the Preferred Strategy of which was to 8th November 2019. Following the public consultation period the Council was representations made in accordance with LDP Regulation 16(2) before determinin LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Consultation Report) for publishing. This report was subsequently signed off by me As part of Stage 4 of the Delivery Agreement, the Council was required to undertake for a statutory period of 6 weeks, however the Council made an allowance for 8 wide consensus on the Replacement LDP's strategy and policies. A number of consult of ensure efficient and effective consultation and participation, in accordance with included:
	agree and i am objecting to a super market		A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021

scape and Visual Appraisal of e, storey height and density re an adverse impact on the being incorporated at detailed bose a dramatic and positive inced accessible open spaces iderations will be undertaken, be and visual assessment that

sh Government Development d revise a development plan, eliverable and contribute to /).

elivered in the short term due nain a long term goal for the developed at Salt Lake which uthority has a strong desire to ansport and the provision of a les Plan. As such, a new 'bus vard where visitors and locals ation of the bus terminus will as also undertaken feasibility ration area. The bus terminus Plus project and is seen as a

sh Government Development d revise a development plan, eliverable and contribute to /).

of the Community Involvement uding the CIS have been met. P 'Preparation Requirements'

vas held from 30th September was required to consider all ing the content of the deposit – Preferred Strategy & Initial nembers of Council.

ke Deposit public consultation 3 weeks in order to maximise part of a process of building a nsultation methods were used with the CIS. These methods

being built on porthcawl car parking land including the salt lake car park and thell hills borough place car park in porthcawl, and the high tide car park porthcawl, summer and winter periods the salt lake car park and hillsborough car park are needed, the car parks are to be seen full to capasity, visitors and tourist are now parking in residencial streets in porthcawl, this is causing frustration and anger from the porthcawl residents, porthcawl is not cardiff bay we don't want the same mistakes made by the cardiff bay development corporation and the	 The package of consultation documents were been made available online via Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents we electronic survey online to make a formal representation. Printed reference copies were placed within public facing Council buildings, in County Borough (fixed and mobile), subject to social distancing guidelines. also available to view at the Council's Civic Offices in Angel Street, Bridgend only as the offices had not re-opened to the public due to the pandemic. Hard were also made available at these locations for members of the public to com Dissemination of hard copies of information to individuals. Members of the provide survey by post to complete by hand (free of charge). There was a of the whole Deposit Plan to cover printing and postage costs for such a large Every individual and organisation on the LDP Consultation Database was
out for a purpose built static caravan park now and can be put back into operation (now) for static and touring caravans site, porthcawl is a major visitor and tourist holiday destination, people need open space and fresh air to take their holidays in safty i do not agree with a supermarket being built on the salt lake car park and dominating the sea water front, porthcawl on the 17th july 2021 was packed with tourist they didn't come for a supermarked the ldp stragey is wrong, porthcawl is not	 consultation documents and how to respond. As the consultation progressed were been informed of and added to the database upon request. Planning Aid Wales were commissioned by the Council to run remote engage and Community Councils in Bridgend County Borough. A comprehensive social media plan was devised. A series of social me periodically on Facebook, LinkedIn and Twitter. They drew attention to differe the County Borough throughout the consultation period. Planning Officers have presented the consultation remotely to established word Bridgend Community Cohesion and Equalities Forum and Youth Forum. In place of face to face public drop in sessions, representors were able to be appointments with planning officers to discuss any queries/concerns they may to do this by emailing ldp@Bridgend.gov.uk or telephoning 01656 643633.
cardiff bay, mistakes made of overdeveloping with overpowering blocks of flats and apartments which dominate the waterfront, i don't agree with neath & port talbot council, allowing persimmon developers to build houses on the sea front in aberavon, another big mistake, porthcawl regeneration is a complete farce, sandy bay caravan park porthcawl, i did not agree to ordering of the static caravan owners off the sandy bay carvan park land	 Posters were sent to all Town and Community Councils to display on their nor The Deposit Plan has been underpinned through the identification of the most app growth and housing provision, all of which have been based upon well informed, ever regarding need, demand and supply factors (See Appendix 42 – Background Pa Strategic Growth Options). A range of growth scenarios across the whole Replacem analysed and discussed within the Strategic Growth Options Background Paper. Th County Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sust support existing settlements and maximise viable affordable housing delivery.
porthcawl, the sandy bay caravan sit has been left empty for years, this is on of the biggest mistakes the bridgend county borough council has made, this is a special site for porthcawl to bring back static caravans and tourng caravans, tourism and leisure holidays in the open air is the best way to beet the covid 19 pandemic this is recognised by the welsh government, 5.2.7 porthcawl water front salt lake car park is a very important part of the sea front and is	The distribution of growth is further evaluated and justified in the Spatial Strategy ((See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities through Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land.

via Bridgend County Borough were able to complete an

including every library in the a. The reference copies were nd, although by appointment ard copies of the survey form omplete by hand.

e public were able request a a £25 charge for a hard copy rge document.

as notified by letter or email f the Deposit Consultation. ow to access the package of ssed, additional representors

agement events for all Town

media posts were released rent thematic areas / parts of

working groups, including the

b book one to one telephone ay have had. They were able

notice boards.

propriate scale of economic evidence based judgements Paper 2: Preferred Strategy ement LDP period have been This has considered how the nformed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ent opportunities within these Vales and seeks to minimise

not underutilised even in the winter months, The Replacement LDP apportions sustainable growth towards settlements that already benefit from significant salt lake car parking is essetnial to bring services, facilities and employment opportunities and are most conducive to enabling transit orientated tourism back to porthcawl, there is already development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a a porthcawl town centre access through the sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables the hillsborough car park, pedestrian access to Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of supporting regeneration-led the salt lake car park, pedestrian access to growth, demonstrating capacity for sustainable growth based on its accessibility, availability of amenities and the coney beach fair ground site then employment provision in the context of its existing population base. access extending to sandy bay and the trecco bay static caravan park to rhych point The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against is essetnial to bring a viberant economy to 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 porthcawl not just seasonal working i am objecting and do not agree with the coney based on any specific issues they raised in terms of their deliverability, general location, neighbouring land beach fair ground site being developed for 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 apartments and houses, sir leslie joseph leese for the fair ground land site and the deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed transfere of the leese of the coney beach appropriate were included for allocation in the Deposit Plan. fairground site, documents of the leese of land for coney beach fair ground site, 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 solicitor porthcawl, walter powell david & snape solicitors, (i own the land) mervl PLA1 – Page 63). The provision of new residential units, including affordable dwellings, will enable the delivery catherine wilkins pla1 pages 36/37 of the of other vital regeneration requirements comprising flood defences, public open space, leisure, enhanced active local development map. Streets place name travel links plus education, retail and community facility provision. are omitted from the map, no street name or locality names only the land is marked pla1 A Placemaking Strategy has been developed and produced of which provides the framework to deliver the and pl8(2)? Land adjacent to newton broader vision for Porthcawl; which aims to create a premier seaside resort of regional significance through the burrow, this land has already been turned comprehensive regeneration of this key waterfront site. It proposes a sustainable distribution and variety of down for development propsoed land pla1 complementary land uses across the area. It also proposed to retain and improve upon areas of attractive open along side trecco bay caravan holiday park space within Griffin Park, whilst creating significant new areas of open space along the seafront, supplemented porthcawl? Ryach point special land of with high quality active travel routes that traverse the entire site between the harbour and Trecco Bay. Physical natural and scientific interest for bird life and development of the waterfront in this manner will improve the attractiveness of the town as a place to live and natrue, i don't agree with the policey being work, enhance the vibrancy of the Town Centre and deliver wider socio-economic benefits that allow the broader changed to allow housing development on settlement of Porthcawl to thrive and prosper. this land, pla1 page 36/37 ldp map, porthcawl, the land is under a leese at the In terms of Salt Lake, development will include a new food store, residential (including affordable housing), moment to a foot ball club in porthcawl, supporting commercial uses and leisure. With regards to leisure, an area north of the harbour within Salt Lake there is no protection from housing will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facility is not delivered then developemnt on this land, i do not agree the site could provide an alternative form of leisure/tourism/commercial, year round, wet-weather attraction. with this land sold of for housing Furthermore, the comprehensive enhancement of the Eastern Promenade with new buildings, facilities and development, i am objecting and do not better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but agree with the land beeing proposed for a also act, with others, to set a quality benchmark which will also need to be achieved elsewhere. development of houses in the bridgend draft local development plan happy valley Mixed-use development will be encouraged throughout the development. Commercial units will be considered caravan park porthcawl i am objecting and on the ground floor if there is market demand for such uses. Retail uses, restaurants and cafes will be do not agree with the happy valley caravan particularly encouraged. This mix of uses will help bring life and vitality during the day and into the evening. park porthcawl being included in the local development plan for a large scale or small Sandy Bay will accommodate public open space, residential, education provision and commercial. In terms of scale houseing developments, happy valley open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate Green Infrastructure and is for lesuire and tourisum, another caravan Outdoor Recreation Facilities of which are to be delivered in accordance with Policy COM10 and Outdoor park site of concern for porthcawl residents, Recreation Facilities and New Housing Development Supplementary Planning Guidance. reports have reached the media,

 TT	
	Additionally, there are plans for creating new facilities at Cosy Corner, including com creating employment opportunities. The plans for Cosy Corner include an all-new ster which will feature new premises suitable for retail and start-up enterprises. The co- new meeting space for community use, a parade square for the Sea Cadets and an or as well as changing facilities for users of the nearby marina. If funding allows, plans enhance the scheme with new landscaping, public seating, a children's play are capable of providing comfortable outdoor shelter from rain and the sun.
	Strategic Policy 16: Tourism and supporting development management polic development. The LDP will also provide the framework for the provision and prote quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the C thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
	In terms of the proposed foodstore, evidence confirms (See Appendix 16 – Retail S its function as a town centre and performs well against most indicators of vitality centre has a limited convenience offer which is significantly below the UK average. A a range of smaller food stores suitable for top-up shopping, there is only one larg main food shopping. This provides limited consumer choice and means that most re centres to meet their needs.
	Marketing for a new foodstore was carried out in autumn 2020 whereby numeror received and appraised. A robust selection process in which each bid was carefully a development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. brief required bidders to submit high-quality, bespoke designs for premises that could as well as incorporating appropriate access and active travel arrangements. The development does not prescribe a particular architectural approach, but it does require making", taking in account the historic urban form and scale of the surrounding development designed for human interaction and enjoyment whilst responding to an setting, cultural and heritage of Porthcawl. Cabinet members approved the dispose Ltd, and delegated authority to officers to approve the terms of the disposal agreement.
	The food store site forms a key element of the wider masterplan that has been we Waterfront Regeneration Scheme and is intended to act as a precursor to, and can development across the wider site.
	In terms of car parking, it's acknowledged that a sound and robust parking strategy we of the regeneration. As part of the strategy, the site will accommodate a new multi store Hillsboro car par enabling more ground floor space to be given over to public Consideration should be given to alternative future uses as, overtime, the aspiration Waterfront will be principally by public transport including park and ride schemes, g of private vehicles requiring parking facilities. Consultations confirmed widespread a multi storey car park whilst recognising it will change the immediate outlook of property.
	The authority has a strong desire to facilitate and actively encourage a modal shif public transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' (PLA8(2)) may also be located a will function as a boulevard where visitors and locals could arrive at, and depart from town centre. The location of the bus terminus will enable access towards the wa centre. The Council has also undertaken feasibility work to explore proposals to de

ommunity facilities whilst also stone and glass-clad building council also wants to create office for the harbour master is are in place that will further area and a canopy structure

blicies will promote tourism otection of well-located, good e County including Porthcawl, on Management Plan (2018-

I Study) that the centre fulfils y and viability. However, the Although the centre contains rge supermarket suitable for residents must travel to other

rous bids (five in total) were assessed against a planning er. The planning development uld act as 'gateway buildings' levelopment brief for the food uire clear attention to "placeing area. This will enable a and celebrating the maritime osal of the site to Aldi Stores ement.

worked up for the Porthcawl catalyst for, future phases of

will be critical to the success storey car park on the existing lic realm and development. ion is that travel to Porthcawl greatly reducing the number d support for the concept of a operties on Hillsboro Place.

hift towards increased use of ell as being part of the wider d along the Portway of which om the regeneration site and waterfront and also the town deliver a bus terminus within

			the Porthcawl regeneration area. The bus terminus project is being brought forwar Capital Region Metro Plus project and is seen as a key element of the wider regener In terms of Rhych Point, no development is planned for this area. In terms of the pot on Porthcawl Waterfront, a Phase 1 Habitat Survey has been undertaken, of whice ecology constraints may exist within the site. The findings indicate that the propose have any adverse impact. Whilst further surveys will be undertaken, the proposed not unacceptably constrained by biodiversity and nature conservation issues. In they are considered to provide a counterpoint to the generally hard urban ec- environment abutting the Bay to encourage ecosystem resilience. The dunes of against coastal flooding. Therefore, the management of this habitat will create resil management asset. The Relic Dunes are a nationally protected habitat and the conserve and enhance this habitat, whilst also recognising that the dunes ac- management asset. No significant effects are deemed likely as a result of developr The Council have also commissioned consultants to undertake a Landscape/Seaso
			the proposed regeneration. The appraisal assesses the proposed land use, parameters. The assessment concludes that the development would not have Landscape/Seascape of Porthcawl, subject to appropriate design responses bein design stage. The assessment recognises that the development offers to impose change across an extensive area, replacing areas of dereliction with new or enhance and high-quality buildings and facilities. Further detailed assessments and consider in order to influence the design of the development, including a detailed landscape will assist in identifying detailed mitigation of adverse effects.
			In relation to landownership, there is currently an Owners Agreement in place betw of the site including Bridgend County Borough Council and the Evans Families. Fur the Council's Cabinet provided formal approval to make, advertise, notify and Compulsory Purchase Order to acquire land to support the Porthcawl Waterfree Following receipt of this Cabinet approval The Bridgend County Borough Cou Regeneration) Compulsory Purchase Order 2021 ("the CPO") was formally made to 2021 of which will be sent to the Welsh Ministers for confirmation.
			In terms of the Proposals Map, a suitable resolution OS map will be utilised in the Replacement LDP.
51	N/A	No changes proposed	Comments noted.
102 0	Why do BCBC so obviously hate Porthcawl? Why are you determined to ruin what should be the premier resort in SE Wales?	No changes	Comments noted.
121	Members expressed concern about the proposed housing developments at Kenfig Hill not least because of the current poor infrastructure and the increase of the population in relation to schools and health etc.	No changes – concern over infrastructure provision	Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific requi Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth include masterplan development principles and development requirements all of w address the identified key issues and drivers identified through the Replacement LD will be facilitated through the provision of affordable housing, on-site education pr and active travel provision.

ard in connection with Cardiff eneration plans.

otential environmental impact nich robustly determines what oosed development would not ed development of the site is n respect of the Relic Dunes, edges. It provides a natural currently provide protection silience in this natural coastal ne council will to continue to act as a natural coastal risk pment.

scape and Visual Appraisal of e, storey height and density e an adverse impact on the eing incorporated at detailed oose a dramatic and positive nced accessible open spaces iderations will be undertaken, be and visual assessment that

etween the major landowners Furthermore, on 20 July 2021 d progress confirmation of a front Regeneration Scheme. ouncil (Porthcawl Waterfront e by the Council on 8 October

ne Submission version of the

uirements for the mixed-use wth Areas. Such requirements which seek to contribute and .DP preparation process. This provision, public open space

				Development of this scale (sustainable urban extensions) is necessary to create su will incorporate a mix of complementary uses and deliver improvements to existing in new supporting infrastructure. The latter factor is particularly notable given the sch the County Borough and the need for new strategic sites to be significant enough in of a new primary school as a minimum.
				In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmenta in addition to community and cultural infrastructure.
2	209	My response to the Draft Replacement Local Development Plan (RLDP) will focus mainly on the sites identified within Porthcawl for housing development which are Salt Lake & Sandy Bay. I am disappointed that the housing developments within these two proposed areas are of such a very high density & I strongly oppose the number of properties that are being proposed. It appears that there will be some open space and play areas situated within these proposed developments but it does not bring facilities for visitors to Porthcawl neither will it add to the lack of facilities that are available in Porthcawl for its residents. <i>The key proposals for Porthcawl waterfront:</i> <i>mixed use development including retail,</i> <i>leisure, tourism, residential, public open</i> <i>space, community facilities and a bus</i> <i>terminus.</i> Porthcawl as a seaside town needs leisure and wet weather facilities to be provided not only for residents but for the thousands of visitors that come each year to enjoy Porthcawl. Currently the only leisure facilities that can be used by residents and visitors is the beach, the sea, and the Funfair and two of these are natural features. I am very concerned that when properties are planned like every other large development that has been built in Porthcawl over the last 20 years we have seen a high percentage bought for holiday	Oppose the density at Porthcawl Waterfront due to a negative impact on wellbeing, the street scene, traffic, parking provision, tourism provision, leisure provision and job creation.	As detailed within the Spatial Options Background Paper, the Spatial Strategy seel land use framework that helps realise the regeneration aspirations and priorities of th the need to deliver future housing requirements up to 2033. The undeveloped brownfit identified in the existing LDP are proposed to be retained and supplemented with s settlements that demonstrate strong employment, service and transportation fu essential to implement the long term regeneration strategy embodied within the Re represents a necessary degree of continuity form the existing LDP. It will maximise a in high-need areas, promote viable sustainable development, enable delivery of signi sites in accordance with the site search sequence and seek to minimise pressure of accordance with the Planning Policy Wales' placemaking principles. Informed by the SA Report, the Candidate Site Assessment confirms and provides re outcome of the site selection process in respect of each candidate site. Porthcawl W scale brownfield regeneration sites that has been proposed for re-allocation within the is considered a deliverable component of housing supply to enable delivery of the hu being 'rolled forward' into the Deposit Plan, the site was subject to robust re-asses deliverability and viability credentials in the same manner as all other candidate substantial change in circumstances to demonstrate that Porthcawl Waterfront or Replacement LDP seeks to ensue all land utilised for development is used as brought forward at a density which maximises the development potential of the land housing provision in accordance with proposed Policy COM6. The representor's of properties proposed at Porthcawl Waterfront is noted. However, higher density devel the quantity of land needed to meet future housing needs, providing there is a balann environment enshrined in placemaking principles. Proposed Policy COM6 clarifies the must pursue the objectives of Good Design to achieve efficient and appropriate of adequate provisions for space about dwellings, SuDS and a plea

sustainable communities that infrastructure and/or provide chool capacity issues across in scale to support provision

een produced (See Appendix ut which the development of s within the plan period could ntal management and utilities

eeks to continue to provide a the Council, whilst balancing field regeneration allocations a sustainable urban growth in functions. This approach is Replacement LDP Vision and e affordable housing delivery gnificant remaining brownfield e on BMV agricultural land in

a reasoned justification for the Waterfront is one of the large the Replacement LDP, which housing requirement. Before sessment of its sustainability, ate sites. There has been a t can be delivered over the busing Trajectory Background nt).

as efficiently as possible and nd and the level of affordable s objection to the number of elopments can help to lessen ance to ensure a quality living that all housing developments e densities whilst still making environment. However, it is ion and the character of the c requirements for Porthcawl PLA1 specifically references

ensities on the rural/sensitive

with particular emphasis on abitats for local species and

 1	
homes or holiday lets. We only need to look	supporting a range of opportunities for formal and informal play in additio
at the following, the Jennings Building at the	growing), and;
harbour, The Rest Home, Esplanade House	 pursue transit-orientated development that prioritises walking, cycling and put
and the three apartment blocks near Locks	reducing private motor vehicle dependency.
Lane Rest Bay where a high percentage are	
owned by absent landlords. People are very	PLA1 also requires the design and layout of the site to have regard to the landscape in
keen to acquire new builds in Porthcawl and	the interface between the site, the waterfront and the broader settlement of Porthca
very often buy off plan which I know	prepared and agreed with the Council prior to the sites development to demonstrate here
happened with Esplanade House (Bottle	delivered in an appropriately phased manner, and the principles outlined with
Bank) in fact some speculators were buying	instrumental to achieving sustainable places, delivering socially inclusive development
two apartments off plan.	communities.
Sandy Bay has been left for two decades to	Furthermore, the Council have commissioned consultants to undertake a Landsca
its own devices and has become a wildlife	Appraisal of the proposed regeneration. The appraisal assesses the proposed lan
habitat. I also understand that some	density parameters. The assessment concludes that the development would not have
research has been carried out by Porthcawl	Landscape/Seascape of Porthcawl, subject to appropriate design responses being
residents and there is a suggestion that	design stage. The assessment recognises that the development offers to impose a dra
there may be a legal constraint on the	across an extensive area, replacing areas of dereliction with new or enhanced accessil
Sandy Bay site, which can only be used for	quality buildings and facilities. Further detailed assessments and considerations will I
leisure purposes. Possibly why it had been	influence the design of the development, including a detailed landscape and visual a
a caravan site for many years before being	in identifying detailed mitigation of adverse effects.
closed by the local authority.	
	The Council is the freehold owner of most of the land to be used in the development
Porthcawl is a seaside town and I	occupied and derelict. The local authority has entered into an Agreement with the ow
understand that the housing need has to be	areas of land to be used in the development. The Agreement requires the joint market
fulfilled but does that really mean the very	the larger area of land to be used for the development to either a single or to multiple
high density of housing being placed on	therefore aims to work jointly with those developers to improve the quality of life of
these two sites. These sites are so close to	otherwise involved in the community life of their area.
a beautiful vista and with investment could	
be turned into a fantastic place with facilities	The former Sandy Bay Caravan Park which forms the majority of the land owned b
not only for residents but for visitors as well.	intended for development was acquired by the Council for the purposes of public walk
	in section 164 of the Public Health Act 1875, and section 4 of the Physical Training
Placing 1115 properties within these two	The acquisition took place following the confirmation of the Porthcawl Urban (New
areas is not going to bring jobs to Porthcawl.	Confirmation Order 1948 which authorised compulsory purchase acquisition of the lan
The only jobs available within Porthcawl are	land is accordingly held pursuant to a statutory trust imposed by section 10 of the C
summer jobs, hospitality and retail and we	allow, and with a view to, the enjoyment thereof by the public as an open space withir
all know what is happening to the retail	
sector at the moment. What we don't know	Act.
is whether that sector will ever recover	The Council wishes to transfer the land from its surrent use to a use for planning r
	The Council wishes to transfer the land from its current use to a use for planning p
which means even less jobs for residents.	known as land appropriation. Under Section 246 of the Town and Country Planning Ac
The fair in Porthcawl will eventually be	means reference to any purposes for which land can be acquired under (in part) Sec
removed to make way for the proposed	of the Town and Country Planning Act.
housing so jobs will be lost. A foodstore will	The Council has a general newer to entransiste land under the previous of C
however, be built which will create a number	The Council has a general power to appropriate land under the provisions of S
of jobs but in the long-term the fair and	Government Act 1972. Under this section a Council may appropriate land owned by
foodstore will balance out the jobs lost and	longer required for the purpose for which it is held for any other purpose for which the
those created.	statute to acquire land. The Council is authorised to acquire land under Sections 226 (
The encountry of the first state of the stat	of acquisition) and 227 (by agreement) of the Town and Country Planning Act 1990.
The growth strategy mentions that more	
established households remaining in and	

ition to community-led food

public transport use, whilst

e in which it sits, considering acawl. A masterplan must be a how these principles will be within PLA1 are considered ents and promoting cohesive

scape/Seascape and Visual land use, storey height and ave an adverse impact on the ing incorporated at detailed dramatic and positive change ssible open spaces and highvill be undertaken, in order to al assessment that will assist

nent. Much of the land is unowner of another substantial arketing and disposal of all of iple developers. The Council e of those living, working or

d by the Council in the area valks, being purposes set out ng and Recreation Act 1937. Newton) Recreation Ground land for those purposes. The e Open Spaces Act 1906 to thin the meaning of the 1906

g purposes. This process is Act 1990 planning purposes Section 226 and Section 227

of Section 122 of the Local by the Council which is no the Council is authorised by 26 (using compulsory powers 0.

moving into the county borough and that will	In reaching a decision to appropriate land the Council must decide that the land is i
lead to more inclusive communities that	purpose for which it is currently held and in making that decision the Council must
connect more widely with the Cardiff Capital	within the area for the existing use. This report gives a detailed outline of the developm
Region and Swansea Bay Region.	including the Council's land. The Council's land is required for purposes of developm improvement.
This in turn means that those new	
householders moving into Porthcawl will	Further detail can be found on Meeting of Cabinet Agenda item 692 (Tuesday, 2
need to travel out of Porthcawl for their job	https://democratic.Bridgend.gov.uk/ieListDocuments.aspx?Cld=141&Mld
as the jobs available within Porthcawl are	
mostly jobs that are in the lower wage	A Placemaking Strategy has also been developed and produced, which provides the
bracket.	broader vision for Porthcawl. This aims to create a premier seaside resort of regional
	comprehensive regeneration of this key waterfront site. It proposes a sustainable of
Transport links are very poor in Porthcawl	complementary land uses across the area. It also proposed to retain and improve upo
although the new bus terminus is	space within Griffin Park, whilst creating significant new areas of open space along th
welcomed. The car will be most residents'	with high quality active travel routes that traverse the entire site between the harbour
preferred mode of transport even if there is	development of the waterfront in this manner will improve the attractiveness of the to
a provision of a park & ride which does look	work, enhance the vibrancy of the Town Centre and deliver wider socio-economic bene
doubtful now. Much more thought needs to	settlement of Porthcawl to thrive and prosper.
be given to the position of the proposed	
park and ride facility especially if it cannot	In terms of leisure, an area north of the marina will be safeguarded for a leisure use,
be accommodated within the train station at	event that a hotel facility is not delivered then the site could provide an alternative
Pyle. Thought should be given to placing	commercial, year round, wet-weather attraction. In terms of open space, Policy PLA1
the park and ride between the M4 and	Porthcawl Waterfront to incorporate Green Infrastructure and Outdoor Recreation Fa
Porthcawl as the majority of traffic that aims	delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and N
for Porthcawl travels along the M4 from east	Supplementary Planning Guidance.
and west. Placing a park & ride at the train	
station in Porthcawl will mean that traffic	As part of the technical supporting evidence base accompanying the Deposit Plan, th
has to leave the M4 at junction 37 and travel	an updated detailed audit of existing outdoor sports and children's playspace across
inland to the train station to park. It's just not	Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings of neurophysical and/or remediating least definition in provision
logical.	justifying the provision of new facilities and/or remedying local deficiencies in provision
Building on Salt Lake and the loss of the	means of safeguarding and enhancing existing facilities as appropriate.
huge parking capacity that possibly makes	Additionally, the Council has undertaken a Green Infrastructure Assessment (See A
up approximately 50% of the available	shape the planning and delivery of green infrastructure throughout the County Bo
parking space within Porthcawl which takes	summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and
in Rest Bay and Newton and other car parks	within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also ad
within the town of which there aren't many,	to include green infrastructure assets (such as allotments, cemeteries, woodlands,
will only add to the immense parking	Integrated Network Maps. As such the assessment will provide a mechanism to er
problems that occur in Porthcawl where	forms an integral and significant part of development and wider infrastructure propose
every bit of available land is parked on when	
Porthcawl is full of visitors. This will mean	The land-use plan will ensure that green infrastructure can be incorporated as an i
that the culture will need to change	detailed proposals across the regeneration area. There are a number of potential optio
regarding vehicle use which doesn't happen	design that could be incorporated as part of future development within the regene
overnight but takes years if not decades to	following:
achieve. Altering Hillsborough car park	
within the town to accommodate more	Create an extensive viable network of green corridors and natural habitat through
vehicles will not suffice the loss of space	 which connects larger or more expansive open spaces for both people and wild
that will be lost on Salt Lake.	existing site assets;
	 Provide pleasant, safe and linear routes for active travel such as walking and cy
	and health promotion;

is no longer required for the ust consider the public need pment proposals for the area opment, re development and

y, 20th July, 2021, 14:30) -

the framework to deliver the onal significance through the le distribution and variety of upon areas of attractive open g the seafront, supplemented our and Trecco Bay. Physical e town as a place to live and enefits that allow the broader

se, potentially a hotel. In the ative form of leisure/tourism/ _A1 requires development of Facilities of which are to be New Housing Development

, the Council has undertaken ss the County Borough (See is can be used as means of rision. It can also be used as

e Appendix 23) to guide and Borough. The assessment nd Children's Playing Space adopting a holistic approach ids, broad habitats) and the ensure green infrastructure osals.

an intrinsic element of future otions for green infrastructure eneration area including the

roughout development wildlife designed around

d cycling for utility, recreation

Porthcawl desperately needs a coach park Ensure where possible streets and roads are tree-lined or contain soft landscaping appropriate to local to reduce the number of vehicles arriving. character, habitats and species within the area; Many years ago, coaches & buses would be Utilise SUDs to provide additional multi use green space and enhance connectivity between habitats for lined up on Salt Lake. Coaches have enhanced for biodiversity; • Include bat boxes, bricks or lofts and bird boxes on all housing, to reflect the species within the area; nowhere to park at the moment and can been seen parked in laybys along the • Harvest, store and re-use rainwater in low carbon systems; A4229. If car journeys are to be reduced Create natural green spaces and wild or free play areas in the urban setting; then visitors arriving by coach is the answer. Create a network of streets, open spaces and parks, with safe and legible routes linking them to homes • Hillsborough car park is used mainly by and schools: those wishing to visit town to shop while • Enhance the transport system and help reduce effects of air pollution through the provision of verges of visitors to Porthcawl tend to use Salt Lake. priority habitat, hedgerow, wildflower rich or rough grassland; Provide public access to green infrastructure assets where appropriate; and The spatial strategy states that the Deposit Incorporate insect attracting plants, hedgerows, log piles, loggaries and other places of shelter for wildlife RLDP sets out the strategy to help realise refuge/hibernation within structural landscaping and open spaces. regeneration aspirations. Porthcawl is recognised as having an important role in the settlement hierarchy of the County Borough, given that it is a principal centres of services, jobs and community facilities (refer to the Settlement Assessment). As Building 1115 properties together with some mixed use in itself cannot be aspirational documented within Deposit Plan Table 6, the spatial distribution of housing and employment growth broadly within a seaside destination. Building this reflects the Settlement Hierarchy (SF1) and Spatial Strategy to ensure the development of sustainable places, number of proposed properties are not the whilst reinforcing placemaking principles. The imbalance (owing to the lack of 'B space' employment land) in Porthcawl is acknowledged, although the Deposit Plan seeks to reinforce employment in the town through aspirations of the residents of Porthcawl. It planned growth in the commercial, leisure and tourism sectors. PLA1 sets out clear principles for the mentions infrastructure improvements, including transport networks, utilities, green development to improve linkages along the waterfront and connect with the Eastern Promenade, Porthcawl infrastructure, health, education, affordable Town Centre and Porthcawl Comprehensive School, thereby fostering community orientated, healthy, walkable housing and social facilities. neighbourhoods. This is important to maximise potential for sustainable development at Porthcawl Waterfront to support the existing Town Centre and capitalise on the accessible location. This will help boost the local economy of this existing main settlement by increasing the pool of local labour and rendering the centre more attractive Transport network – a park & ride facility at Pyle/Cornelly which is now in some doubt for development by closely linking new residential development to employment, recreation and education uses since the feasibility study has been carried through active travel principles. This is designed to combat potential decline in the town, which may otherwise occur without a lack of economic growth over the plan period. out. Bus terminus in Porthcawl. Adding a bus As recognised in the Retail Background Paper and Covid-19 Policy Review Background Paper, high streets will continue to change especially in the short-term due to the increase in online shopping associated with the terminus will not alleviate the number of vehicles that pile into Porthcawl on a nice pandemic. The resultant impacts may serve to further accelerate changes in town centres and high streets if day which means that traffic is bumper to longer-term consumer spending habits continue to alter. The 2019 Retail Study already identified this trend and bumper along the A4229 sometimes highlighted a need for more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. The Replacement LDP will respond to this evidence base in light of the pandemic backing up to the M4. in an effort to support local businesses and retailers, including local independents. It will be increasingly important for traditional town centres to accommodate a wider array of uses than just retail, including community, health, Utilities – The sewer system in Porthcawl is not the best. Will the treatment works be leisure, residential and flexible co-working spaces alongside areas of open space. able to cope with the extra loading? Will the pumping stations within Porthcawl be able As detailed in the Retail Study, evidence confirms that Porthcawl Town Centre fulfils its function and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is to cope? The Town of Porthcawls' sewer significantly below the UK average. Although the centre contains a range of smaller food stores suitable for topsystem is very old. 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. The LDP The new proposed vehicular access from the dual carriageway to the proposed seeks to address this by identifying capacity for additional convenience floorspace in Porthcawl to increase development on Sandy Bay will be via a consumer choice, promote sustainable access to main food shopping facilities and reduce the need to travel by new road. All traffic entering Porthcawl to car. Porthcawl has a good comparison offer which serves its immediate catchment area. As a tourist destination, Porthcawl benefits from a wider range of leisure uses than either Bridgend or Maesteg. The Retail Study access the foodstore, the Sandy Bay site

and indeed other areas of Porthcawl will all converge at the Portway roundabout. More thought should be given to how if housing is built on Sandy Bay it can be accessed by a different route instead of bringing all traffic which includes vision traffic along the dual carriageway. All traffic entering Porthcawl along the same rouce will cause havoc. Interest port and have the potential to increased with a functione statistic along the dual carriageway. All traffic entering Porthcawl along the same rouce will cause havoc. Doctors and defities within Porthcawl are roreasy concreasing the an appointment in crease always hean appointment is operational. Porthcawl doctors have to open their practice to thousands more patients. Many residents have been unable to access an HKS dentist and have had to seek private care. Adding significant more phousing problem. In terms of car parking. If's acknowledged that a sound and robust parking strategy of the regeneration. As part of the strategy, the site will also consultations	and indeed other areas of Porthcawl will all	identifies an encortunity to develop additional tourist facilities to attract increased law
 In hought should be given to how if housing is built on Sandy Bay it can be accessed by a different route instead of bringing all traffic within route instead of bringing all traffic along the dual carriageway. All traffic entering Porthcawl a lange the same route will cause have. Doctors and dentists within Porthcawl are not easy to access. Getting an appointment with a doctor has always been very difficult. During the time halt Parkdeen caravan site is operational Porthcawl doctors have to open their practice to thousands more patients. Many residents have been unable to access an NHS dentist and have had to seek private care. Adding significant more housing will only add to this existing profiles. The RLDP mentions making Porthcawl a premier seaside resort. The RLDP mentions making Porthcawl a premier seaside resort. The resident. To visit when the weather to inclusing the resort for their stand bay been unable to educe the sease to resort. The resident. To visit when the weather to mediate to thousand a next to a time at the provision of a new bus terminus may access an NHS dentist for marking Porthcawl a premier seaside resort. The residents of Porthcawl have waited marking Porthcawl a premier seaside resort. The residents of Porthcawl have waited mether stering space for lesure facilities for every age proye to access. Residents would not wish to be appendice to thousand to be private within the resperting to the sease in the resident of the sease of the sease of the sease interior of a new bus terminus may added by the resident would not wish to sease the only available land on which to built in took porthcawl have waited mether stering the activation in the development. The residents of Porthcawl have waited mether stering the sease of the sease of		
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different route inside do bringing all traffic which includes visious traffic atong the dual carriageway. All traffic entering. Portheawl along the same route will cause havoc.Waterfront will improve the overlal leisure offer and have the potential to increase r the centre by enhancing the attraction of Portheawl or Vision sources and dentists within Portheawl are not easy to access. Getting an appointment with a doctor has alwayes been very difficult. During the time that Parkdean caravan site is operational Portheawl doctors have to open their practice to thousands more patients. Many residents have been unable to access an NHS dentist and have had to seek private care. Adding significant more housing will only add to this existing problem.Waterfront will be ground and robust parking strategy to of the regeneration. As pard of the strategy, the site will accommodate a new multis to intergeneration. As pard of the strategy, the site will accommodate a new multis to intergeneration. As pard of the strategy the aspirated to problem.The RLDP mentions making Portheawl a promior soaside resort neither will it make a difference to tourism. These developments will not bing leisure tacitities that are so bady needed by the residents of Portheawl nerestor many decades for leisure facilities for every age group to access. Residents would not wish to see the only available land on which to build it tok Portheawl and etfolioning grounds.Net to the lack of available land on which to build it tok Portheawl and the following grounds.Net to the lack of available land on which to build it tok Portheawl and weating to huild a coress in advance of perinability on the access in a strate or the strategy of the strategy of the sequence of the weating stratucture. Inteement.The residents of nesize factors o	u	
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Due to the lack of available land on which to build it took Porthcawl doctors almost 15 years to find a site to build a new surgery as the old surgery was not fit for purpose. I therefore, strongly oppose the proposed density of housing on Salt Lake and Sandy Bay in Porthcawl on the following grounds:- <u>Negative impact</u>	5	
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the old surgery was not fit for purpose. I therefore, strongly oppose the proposed density of housing on Salt Lake and Sandy Bay in Porthcawl on the following grounds:- <u>Negative impact</u> the site, a hydraulic modelling assessment will likely be required (relating to wate network) to determine the level of reinforcement works required. Con landowners/developers and Dwr Cymru Welsh Water will be facilitated to further d this site. They key enabling infrastructure required to facilitate the proposed development inc	build it took Porthcawl doctors almost 15	
the old surgery was not fit for purpose. I therefore, strongly oppose the proposed density of housing on Salt Lake and Sandy Bay in Porthcawl on the following grounds:- <u>Negative impact</u> the site, a hydraulic modelling assessment will likely be required (relating to water network) to determine the level of reinforcement works required. Con landowners/developers and Dwr Cymru Welsh Water will be facilitated to further d this site. They key enabling infrastructure required to facilitate the proposed development inc	years to find a site to build a new surgery as	accommodating the foul-only flows from this development, although owing to the number
I therefore, strongly oppose the proposed density of housing on Salt Lake and Sandy Bay in Porthcawl on the following grounds:- network) to determine the level of reinforcement works required. Con landowners/developers and Dwr Cymru Welsh Water will be facilitated to further determine the site. Negative impact Negative impact		
density of housing on Salt Lake and Sandy this site. Bay in Porthcawl on the following grounds:- They key enabling infrastructure required to facilitate the proposed development inc Negative impact They key enabling infrastructure required to facilitate the proposed development inc		network) to determine the level of reinforcement works required. Con
Bay in Porthcawl on the following grounds:- They key enabling infrastructure required to facilitate the proposed development inc <u>Negative impact</u>	I therefore, strongly oppose the proposed	landowners/developers and Dwr Cymru Welsh Water will be facilitated to further d
They key enabling infrastructure required to facilitate the proposed development inc <u>Negative impact</u>	density of housing on Salt Lake and Sandy	this site.
Negative impact	Bay in Porthcawl on the following grounds:-	
		They key enabling infrastructure required to facilitate the proposed development inc
Coastal defence improvements;	Negative impact	
		Coastal defence improvements;

evels of visitor spending in the and viability of the centre. The means there is an opportunity sitor facilities along Porthcawl e retail spending elsewhere in

community facilities whilst also stone and glass-clad building e council aims to create new fice for the harbour master as is are in place that will further nd a canopy structure capable

y will be critical to the success storey car park on the existing blic realm and development. tion is that travel to Porthcawl , greatly reducing the number d support for the concept of a operties on Hillsboro Place.

hift towards increased use of rell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

een produced (See Appendix ut which the development of es within the plan period could ental management, utilities in e in particular, the Council has all strategic sites will invariably nded by developers if the sites thcawl Waterfront specifically, ybont (Merthyr Mawr) WwTW number of units proposed on ater supply and the sewerage ontinued engagement with r discuss the requirements on

ncludes the following:

 a) Development on Salt Lake will have a very negative impact on the gateway into Porthcawl when the first visuals of those arriving along the dual carriageway will be a foodstore and a density of housing. 	 Drainage infrastructure; New road and roundabout;
 Wellbeing b) A density of housing on Sandy Bay and Salt Lake will not give a feeling of well-being to residents or visitors in fact quite the opposite. 	Policy PLA1 ensures that development of the site will require a new roundabout and to the Sandy Bay development parcels. Highway improvements will also be required point of vehicular access for a foodstore is off the Portway roundabout. Off-site high be required of which they must has regard to the requirements arising from the Tra- identified in the Transport Measures Priority Schedule.
 Incongruous in the street scene The amount of housing on both sites will have an overbearing affect and will be out of keeping being built so close to the beautiful vista that we are so lucky to have in Porthcawl. Increase in traffic 	provision. As part of Stage 3 of the Candidate Site Assessment, the health board a
d) The increase in traffic when the proposed sites have been completed will cause highway disruption and congestion from the M4 into Porthcawl. The new infrastructure promised for these two sites is a new road constructed into Sandy Bay no extra changes to the present road network.	In terms of second homes, main residences and second homes currently fall into the planning permission is not require to move within class C3. Whether the use of a dwa as holiday accommodation amounts to a material change of use will be a question case, and the answer will depend upon the particular characteristics of the use a Alternative mechanisms such as licensing and tax premiums on second homes are bu use planning system.
 Parking problems e) Taking up Salt Lake for development will cause major parking problems in the area which will overflow into residential areas making it so much worse than it is now. Porthcawl has been promised a much-awaited parking strategy which must be concluded and any consultation carried out if necessary before the LDP is finalised. 	
 No added benefit for the residents of Porthcawl f) Any promised community facilities will possibly be open space and perhaps some art whilst the residents of Porthcawl are badly in 	

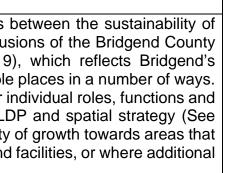
nd link road to enable access ad to ensure that the principal hway improvements will also ransport Assessment and as

en engaging with Cwm Taf ess. Early meetings were held facilitate alignment of service d amongst other consultation itable for future development control provision of primary d with Cwm Taf Morgannwg ations within the Deposit Plan

the same use class (C3) and welling for commercial letting n of fact and degree in each as holiday accommodation. beyond the scope of the land

need of some leisure facilities. More often than not if the developers promise to supply community facilities, i.e. play areas, community hall etc. they either never materialise or they are last to be supplied.		
 <u>Fourism</u> g) A density of housing on Salt Lake and Sandy Bay will not promote tourism within Porthcawl nor will it turn Porthcawl into a premier seaside resort. It will possibly have a negative effect. (What is provided within the RLDP for Porthcawl that encourages tourism or even adds to tourism. 		
 <u>Creation of jobs</u> h) The building of 1115 properties will not create any jobs for residents or future residents once the developments have been built. 		

ID	Comment	Summary of	Council response
	Comment	changes being	Council response
		sought/proposed	
573	No	No changes	Comments noted.
		proposed	
520	No, I don't live there either.	No changes	Comments noted.
		proposed	
520	No	No changes	Comments noted.
		proposed	
848	No	No changes	Comments noted.
		proposed	
123	Agree with the above concepts but please	Support for key	Comment/Supported noted. The Replacement LDP identifies and differentiates be
3	ensure that the increase of walking &	proposals for	places by defining a settlement hierarchy. This has been informed by the conclusion
	cycling routes includes disabled usage, and	Ogmore and Garw	Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19),
	does not cause other vulnerable road users	valley. Concerns	historical and functional settlement pattern and seeks to achieve more sustainable p
	(eg HORSE-RIDERS) to be further	for vulnerable road	The scale and type of growth apportioned to settlements is dependent upon their inc
	disadvantaged.	users.	positions within the settlement hierarchy. This is to ensure the Replacement LDF
			Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of
			already benefit from good infrastructure including transport networks, services and f
			capacity can be provided.



			The Replacement LDP seeks to promote connectivity for all by maximising opportunincluding those contained within Existing Route Maps and future proposals detail Network Maps (See Appendix 29). Well-connected developments will assist in prochealth and wellbeing by encouraging people to adopt healthier and active lifestyles the creation of a successful place. The routes and proposals shown on the Active Maps are indicative alignments that may be subject to change as routes a development and delivery of the proposals shown on the INM will be dependent upon It is not felt necessary to indicate all existing cycle routes the proposals map. Additionally, the Council places an emphasis on improvements to the County network. The availability of efficient and effect public transport is an important provide the proposals and visitors to undertake journeys by bus or train, who number of car-borne journeys, and facilitate access to employment opportunities, here
123	Thank you for giving us the opportunity to give our input on the LDP Consultation, which is based on the development and use of land in line with BCBC priorities. Below are the comments of the Garw Valley Community Council members: 1.1.2 reflects the local aspirations for the county borough as agreed by BCBC and other stakeholders, however there is very little mention of the Garw Valley which is described as an upland zone and local settlement and in close association to the Ogmore Valley. 4.3.20 here the Garw Valley is described as having good road connections to the M4 and figure 2 notes in its strategic diagram that it is described as a regeneration area, however there is very little detail in relation to how BCBC seeks to regenerate the upper Garw Valley. There is no mention of: • Improving commercial and industrial opportunities • Improving active travel routes • Tourism options for Parc Calon Lan • Improving the educational infrastructure (at present the 4 schools on average are in excess of 100 years old)	Concern in relation to clarity on regeneration opportunities for Upper Garw Valley, active travel routes, tourism options for Parc Calon Lan and improving education infrastructure.	for those without access to a car. Comment/Support noted. The Deposit Plan has been underpinned by the identifical scale of economic growth and housing provision, all of which have been based up based judgements regarding need, demand and supply factors (See Appendix Preferred Strategic Growth Options). A range of growth scenarios across t period have been analysed and discussed within the Strategic Growth Options B considered how the County Borough's demographic situation is likely to change fro the most appropriate response for the Replacement LDP. As such the Repla appropriate plan requirement to enable a balanced level of housing and employmer sustainable patterns of growth, support existing settlements and maximise viable a The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existif Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy W. developmental pressure on Best and Most Versatile (BMV) agricultural land. However success in delivering development on brownfield regeneration protruities remaid deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing requir The Replacement LDP apportions sustainable growth towards settlements that alres services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compref sustainable growth will be appropriately directed towards the Main Settlements

unities for active travel routes, ailed within the Active Travel romoting the improvement of les, whilst also contributing to ve Travel Integrated Network are further developed. The pon the availability of funding.

y Borough's public transport t part of ensuring a place is r policies PLA8 (1) to (7) will which will help to reduce the health and education facilities

cation of the most appropriate upon well informed, evidence x 42 – Background Paper 2: s the whole Replacement LDP Background Paper. This has from 2018-2033 and informed placement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

whilst these areas will not be eate sustainable communities onment. It is recognised that ch as (but not limited to) coforms of development. Such

			community investment opportunities will enable development of a scale and nature to needs, whilst diversifying and strengthening the local economies, connection opportunities and protecting the high quality environments.
			In terms of active travel routes, Connections will be required to be made to existing t should be provided to accord with the proposed routes within the Council's Active Appendix 29).
			The Replacement LDP will seek to promote connectivity for all by maximising op routes, including those contained within Existing Route Maps and future proposal Travel Network Maps (See Appendix 29). Well connected developments wi improvement of health and wellbeing by encouraging people to adopt healthier and contributing to the creation of a successful place. The routes and proposals sl Integrated Network Maps are indicative alignments that may be subject to cha developed. The development and delivery of the proposals shown on the INM v availability of funding
	Regeneration is a continuous theme of discussion within the Garw Valley Community Council and we have recently worked in partnership with REACH on a consultation on the upper Garw Valley, which offers a number of opportunities via public consultation, to regenerate the upper Garw Valley, which I've attached. There are opportunities to embrace this report within the LDP and look for funding opportunities from the Cardiff City Deal		We appreciate Garw Valley CTCs for their good work and efforts in carrying out put of the report. Strategic Policy SP6 of the replacement Plan, supports use of Place development sites that reflect local distinctiveness and address local, specific co promote self and custom build opportunities (Sustainable housing strategy S recognises the role that Place Plans can have in assisting with identifying small, le reflect local distinctiveness and address local, specific community scale issues. The the Town and Community Councils and/or related steering groups to be involved Plans for their community area. This will allow local groups to take the initiative development briefs) small, locally distinctive developments at a scale comment settlement and in accordance with the Replacement LDP.
	fund. In comparison to other proposals for other valley proposals, the upper Garw Valley stands out as a valley that appears to have been forgotten, especially when you consider the LDP is for a 10 year time period. There are opportunities within the school modernisation programme to improve the educational infrastructure; you will note that the Garw Valley Community Council has already written to you about this proposal. In summary, we would be grateful if the LDP could include specific development and regeneration proposals for the upper Garw Valley.		The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, we earmarked to accommodate significant growth, the Replacement LDP seeks to creat linked to wider opportunities in a manner that protects their high quality environ alternative forms of development would help deliver smaller-scale growth, such operative housing, self-build and custom build opportunities alongside other for community investment opportunities will enable development of a scale and nature t needs, whilst diversifying and strengthening the local economies, connection opportunities and protecting the high quality environments.
51	How will they be linked? Self build can impact the characteristic of the community as they do not reflect the look of the area. Strong feeling of large self build properties 'looking down' on the settlement. Improved public transport significantly needed and	Concern in relation to the impact of self built on characteristic of the community	Comment noted. The Ogmore and Garw Valleys are not identified as areas that w growth in recognition of their topographical and viability based constraints. Howeve from community-based regeneration and are therefore designated as Regeneration fact that a range of approaches are required to incite community investment opport In terms of self built properties' impact on the characteristics of the community, The
	welcomed.		that all development comply with Strategic Policy 3 on Good Design and Sustainab

e that is tailored to community cting communities to wider

g travel routes and new routes ve Travel Network Maps (See

opportunities for active travel sals detailed within the Active will assist in promoting the nd active lifestyles, whilst also shown on the Active Travel shange as routes are further I will be dependent upon the

ublic consultation and making e Plans to identify small, local community scale issues and SP6). The Strategy equally , local development sites that ne strategy preferably requires ed in preparation of the Place we and help promote (i.e. via ensurate with the respective

whilst these areas will not be eate sustainable communities onment. It is recognised that ch as (but not limited to) coforms of development. Such e that is tailored to community cting communities to wider

will accommodate significant ver, these areas would benefit on Areas in recognition of the ortunities.

ne Replacement Plan ensures able Place Making (See Page

			 60). The development must contribute to creating high quality, attractive, sustainable and healthy lives and enhance the community in which they are located, whilst have historic and built environment. As such future planning applications will be required to submission of appropriate design and technical information to demonstrate compliate by Policy SP3. Such criteria include design of the highest quality possible, whilst respectiveness and landscape character. The Settlement Assessment Study acknowledges that Ogmore and Garw Valley has
			frequent bus services and so the settlements scores low in terms of accessibility (Facilities and Services, Scored by Settlement). This was taken into account in a hierarchy and further contributed to the Spatial Strategy formulation. Settlements in constrained by difficult topography and inadequate infrastructure. Hence some Ogmore have been identified as areas in need of regeneration and have fewer deve
			Policies contained within the Replacement LDP will look to implement transportation the County Borough, specifically Policy PLA8: Transportation Proposals (See Page number of transportation proposals of which are allocated and safeguarded from prevent their implementation, including, bus corridor improvements along the Gam per Policy PLA8 (1).
02 0	You are too lazy and unimaginative to develop these valleys.	No changes	Comments noted.
21	Bryngarw Park will not be served as well as	for greater tourism	
	0	 0 develop these valleys. 21 Members feel a tourist information centre at Bryngarw Park will not be served as well as it would if were placed where it was - at McArthur Glen Shopping Centre, where 	 0 develop these valleys. 21 Members feel a tourist information centre at Bryngarw Park will not be served as well as it would if were placed where it was - at McArthur Glen Shopping Centre, where

Title: Do you have any comments to make on the key proposals? Bridgend and Pencoed				
ID	Comment	Summary of	Council response	
		changes being		
		sought/proposed		
573	PLA 3 - Land west of Bridgend. This proposal should be deleted from the LDP. It is clearly inconsistent with the placemaking and other principles contained in this document	Strategic Allocation PLA3: Land West of Bridgend should be removed from the LDP	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and r underpinned by robust evidence to ensure that plans are effective and delir placemaking, as defined in national policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence be need, demand and supply factors (See Appendix 42 – Background Paper 2: Pl Growth Options). A range of growth scenarios across the whole Replacement LDP and discussed within the Strategic Growth Options Background Paper. This has certain discussed for the Replacement LDP. As such the Replacement LDP identifies an appropriate a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.	

able places that support active aving full regard to the natural, d to be supported through the pliance with the criteria set out especting and enhancing local

have no railway line and less y (see Table 5: Availability of n determining the settlement in this location are particularly ne settlements of Garw and evelopment opportunities.

tion improvements throughout age 90). This policy sets out a rom development that would arw, and Ogmore corridor as

sh Government Development d revise a development plan, eliverable and contribute to /).

iate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

			The distribution of growth is further evaluated and justified in the Spatial Strategy ((See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities through Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing require The Replacement LDP apportions sustainable growth towards settlements that alres services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Appendix)
			 Sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general I uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan.
			As part of the proposed allocation of Land West of Bridgend, development will requirements including masterplan development principles and placemaking prin PLA3 – Page 71). The provision of new residential units, including affordable housing a new one and a half form entry Primary School, recreation facilities, public oper community facilities all set within distinct character areas.
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that deve Bridgend with its proposed range of land uses will likely produce a wide range of sig
520	No, for the reasons above. I do not have an opinion on the development of these places and sadly, this is the only opportunity for Porthcawl residents to voice their opinions on the future of their	No changes proposed	Comments noted. It is the view of the Council that the overall objectives of the Comm (CIS) as originally set out in with the approved Delivery Agreement, including the C considered that the LDP has been prepared in accordance with the LDP 'Preparation the Development Plans Manual (Edition 3).
	home-town.		The Council previously consulted the public on the Preferred Strategy of which was to 8th November 2019. Following the public consultation period the Council was representations made in accordance with LDP Regulation 16(2) before determining

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed

vill be subject to site-specific rinciples (See Deposit Policy sing will be accompanied with open space, plus appropriate

n the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to evelopment of Land West of significant beneficial effects. munity Involvement Scheme CIS have been met. It is also ation Requirements' set out in

as held from 30th September was required to consider all ing the content of the deposit

			 LDP. As such the Council drafted an initial Consultation Report (See Appendix 8 – Consultation Report) for publishing. This report was subsequently signed off by me As part of Stage 4 of the Delivery Agreement, the Council was required to undertake for a statutory period of 6 weeks, however the Council made an allowance for 8 v public participation. This was to ensure a range of views could be considered as pawide consensus on the Replacement LDP's strategy and policies. A number of cons to ensure efficient and effective consultation and participation, in accordance wit included: A Legal Notice was placed within the Glamorgan Gazette on 3rd June 2021 The package of consultation documents were been made available online via Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents velectronic survey online to make a formal representation. Printed reference copies were placed within public facing Council buildings, i County Borough (fixed and mobile), subject to social distancing guidelines. also available to view at the Council's Civic Offices in Angel Street, Bridgen only as the offices had not re-opened to the public due to the pandemic. Har were also made available at these locations for members of the public to cor Dissemination of hard copies of information to individuals. Members of the copy of the survey by post to complete by hand (free of charge). There was a of the whole Deposit Plan to cover printing and postage costs for such a larg. Every individual and organisation on the LDP Consultation Database was (depending on their preference) to inform them of the availability of Approximately 500 representors were contacted, provided with details of ho consultation documents and how to respond. As the cosultation progress were been informed of and added to the database upon request. Planning Aid Wales were commissioned by the Council to run remote enga and Community Councils in Bridgend County Borough. A comprehensive social media plan was dev
520	No	No changes proposed.	Comments noted.
848	No	No changes proposed	Comments noted.
1040	Land south of Bridgend is taken to mean Island Farm and Craig-Y-Parcau. The development of these sites for the density outlined would be extremely deleterious to biodiversity particularly the SINC at Island	Concerns relating to Strategic Allocation PLA2: Land South of Bridgend (Island	Comments noted. The Strategy acknowledges that the County Borough has a rich a broad range of species, habitats and unique, rich landscapes. Policies within the refreshed and updated from the existing LDP and will continue to protect the county line with national planning policy and the Environment Act 2016. These policies countryside, special landscape areas, local / regional nature conservation site

 Preferred Strategy & Initial nembers of Council.

ke Deposit public consultation 3 weeks in order to maximise part of a process of building a nsultation methods were used with the CIS. These methods

1

via Bridgend County Borough were able to complete an

s, including every library in the s. The reference copies were end, although by appointment lard copies of the survey form complete by hand.

ne public were able request a s a £25 charge for a hard copy arge document.

as notified by letter or email of the Deposit Consultation. now to access the package of ssed, additional representors

gagement events for all Town

media posts were released erent thematic areas / parts of

working groups, including the

to book one to one telephone nay have had. They were able

notice boards.

ch and varied biodiversity with the Deposit Plan have been inty borough's environment in es cover development in the sites, trees, hedgerows and

Farm. It would negatively impact the road	Farm) and	development, green infrastructure, nature conservation and natural resources protect
network, most obviously the A48 but also New Inn Road. This would impact active travel, pedestrian and cyclist safety and	Housing Allocation COM1(2): Craig y Parcau	development to be sustainable, it needs to be soundly based on good environment well planned and controlled with regard to its environmental impact, in order t biodiversity.
the well-being of current residents of the south Bridgend area. The sensitive, highly designated historic areas surrounding and including Merthyr Mawr run up to both sites and would be very negatively impacted by development on these sites, on this scale. The biodiversity network of which both sites are important part would		There is clear guidance and legislation with regard to the protection of species a legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Pla statutory requirements are set out in Section 61 of the Planning and Compulsor Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2 and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Sec Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN legislation.
be irrevocably damaged,		To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy biodiversity and resilience of the County Borough's ecosystems through native sp location of development, the creation of green corridors, and open space manage biodiversity and resilience considerations are taken into account at an early stage preparation and when proposing or considering development proposals. All reasonal maintain and enhance biodiversity and promote the resilience of ecosystems and with the wider social needs of local communities. Only in exceptional circumstance interest, will new development be located where it may have an adverse impact or importance for nature conservation. Robust mitigation and compensation will b situation is unavoidable, in line with considered advice from statutory and advisory of
		The Environment Act (Section 6) sets out a framework for planning authorities biodiversity to provide a net benefit for biodiversity through a proactive and resilien and DNP6 of the LDP set the framework to deliver on this premise, as set out in Po (LDP) will be revised to ensure it is based on a net benefit approach to achieve these
		It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which land within the allocated site. PPW identifies SINC's as local non-statutory protects states that 'Although non-statutory designations carry less weight than statutory des vital contribution to delivering an ecological network for biodiversity and resilient ecological be given adequate protection in development plans and the development managem
		Existing Consent In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), develor commenced on this site. The Island Farm mixed use development comprising spe- office uses was granted Outline planning permission on 14 th March 2012 (P/08/1114/ subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that control dedication, management plans, contributions and matters relating to travel and man with the stadia development. A series of reserved matters consents were granted fr (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), a infrastructure (P/14/824/RES refers). The Outline permission included the standard to submission of reserved matters and the commencement of development. The final ap was issued on 12 th June 2015.
		The Outline planning permission included approval for the construction of a new tra on the A48 that would serve as the primary access to the development site. Th

tection and public health. For ntal assessments, and to be to conserve and enhance

s and habitats recognised in Planning. The most relevant ory Purchase Act 2004, the tt 2016 Section 6 Biodiversity Section 11 of the Countryside AN5 lists all the other relevant

egy will seek to enhance the species landscaping, careful agement. It is important that ge in both development plan nable steps must be taken to ad these should be balanced aces, where it is in the public on sites designated for their be provided wherever this y organisations.

es to maintain and enhance ent approach. Policies SP17 Policy 9 (NDF). Policy DNP6 ese outcomes.

Ind Farm) contains a Site of ich covers 14.03 hectares of cted sites. Paragraph 6.4.20 esignations, they can make a ecosystems, and they should ement process.'

elopment has already lawfully sport/leisure/commercial and 4/OUT). The permission was atrolled highway works, land anagement plans associated d for an indoor tennis centre, and highway and drainage d time limit conditions for the approval of reserved matters

raffic light controlled junction The road construction would

 however pass through an area of local ecological value – the Island Farm Pris Importance for Nature Conservation (SINC). Under the Conservation and Habita 2010, a conditional European Protected Species Licence was issued. In order to c to prevent the new access road from fragmenting the dormice population, the deve and plant the approved 'Green Bridge'. However, access to the site could not be fo Green Bridge had been established. Under a non-material amendment to the outlir application P/17/29/FUL, the Council consented a temporary construction access fn Road to allow a sequence of 'enabling works' that had been approved under P/14/35 These 'enabling works' are described as: The setting up of the site facilities via Island Farm Lane and New Inn Road and temporary internal roads for the delivery of earth moving plant to the Undertaking earthworks, drainage works and form the sub base t working from the boundary adjacent to the interconnecting spur with the Break through the boundary hedgerow and construct the proposed road li site access road and Technology Drive. Install the incoming services int the site via Island Farm Lane. Construction access herein to be via Tech
Notwithstanding the extant planning permission, based on the revised mix of uses there is considered to be an overriding need for the development. Re-allocati accommodation of sustainable growth enshrined in placemaking principles, deliver highest need part of the County Borough and enable delivery of two schools on the Heronsbridge Special School. It will also enrich active travel and green infrastructur through creation of a 'green lung' that will connect the site to the Town Cer Development of this edge of settlement site would accord with the Preferred Strat Primary Key Settlement of the County Borough and make a significant contrib identified in the LHMA. The site promoter has also provided extensive supporting site is both viable and deliverable.
Proposed Policy PLA2 prescribes a number of placemaking principles for Land South which are considered instrumental to achieving sustainable places, delivering social and promoting cohesive communities. A final masterplan must be prepared and age to the sites development to demonstrate how these principles will be delivered in manner. This will need to demonstrate how the development will create a well-com- use urban extension to Bridgend, comprising a number of character areas that i existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing h facilities, Active Travel Networks and public transport facilities. An illustrative mast in the final version of the Replacement LDP to enable all parties to understand how in broad terms, including proposed land uses, access, infrastructure requirement protection. This masterplan will clearly identify the location of the SINC in the conter-

isoner of War Camp Site of tats and Species Regulation comply with the licence and reloper proposed to construct formed from the A48 until the line planning permission and from Ewenny Road/New Inn 354/RES and P/14/824/RES.

ad to provide the site facilities ne site;

to the internal access road adjacent Technology Drive; link between the Island Farm nfrastructure that will access chnology Drive;

the above consents and the ler the definitions within the of development' triggering a nal agreement was signed on al obligation. On the basis of commencement of reserved completed but the Council's

es now proposed on the site, ation of this site will enable ver affordable housing in the ne site, including relocation of ure networks within Bridgend entre via Newbridge Fields. ategy, channel growth to the ibution to the housing need g information to evidence the

th of Bridgend (Island Farm), cially inclusive developments agreed with the Council prior I in an appropriately phased onnected, sustainable mixedintegrate positively with the housing clusters, community sterplan will also be included ow the site will be developed nts, constraints and areas of text of the wider allocation.

 Ecological mitigation measures already implemented As part of the existing consent, a mitigation strategy was produced in 2009 to development. It was proposed that the SINC and south west field would become a within the new development. Surveys at the site found dormice Muscardinus avell within the new development. Surveys at the site found dormice Muscardinus avell within the woodland and scrub in the SINC and in the hedgerows of the agricultural f known to be used by bats for foraging and commuting purposes, and the SINC are for lesser horseshoe bats Rhinolophus hipposideros and brown long-eared bats Ple As part of the development process some areas of these habitats were to be lo remaining areas due to the impacts of the development, including noise and light spi strategy to counter these losses included the creation of new habitats suitable for the habitat design was guided by the requirements of the protected species of which ha site. In addition to dormice and bats, a further condition of the existing consent requir of Great Crested Newts Triturus cristatus to be taking into account. The habitat design for the consented scheme included: Tree and Scrub Planting: translocation and planting new trees and scru providing an alternative for displaced animals, including dormice, bats, ai amphibians. Hedgerow Enhancement: enhancement and translocation of hedgerows for the eastern site boundary has been undertaken, to create continuous hedge the expanded SINC site, and to filter out noise and light from development continuous flight line for bats and allow dormice to disperse more easily alon Bat Roosting Building: a purpose-built bat roost building has been constru field, providing a su
 Pond creation: two new ponds have been created within the south-west fier providing habitat for Great Crested Newts.
Grassland Creation: rough grassland created around the pond to mitigate lo
 Proposed mitigation As part of the proposed development of Strategic Allocation PLA2: Land South of lecological appraisal of the site has been prepared by Ethos Environmental Planning To establish baseline ecological conditions and determine the importance of 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 habitates. To identify any key ecological constraints and make recommendations for significant effects on important ecological features/ resources.
General habitat – Existing The site was found to be comprised predominately of arable land in its winter stubble noted. The arable field margins provide good habitat for a range of species and buff

to offset the impacts of the e a wildlife conservation area ellanarius to be present, both al fields. These areas are also are area contains a roost site Plecotus auritis.

lost, and modification to the pillage. Part of the mitigation he relevant species. As such, had the potential to utilise the uired the habitat requirements

crub in the south-west field, and shelter for reptiles and

from the centre of the site to lge lines which help to buffer nt. Additionally, it provides a ong the hedgerows.

tructed within the south-west long-eared bats, which have as constructed on the lesser lose to good feeding habitats

o provide shelter for dormice e north-east and south-east

field, with the primary aim of

loss of existing grassland.

of Bridgend (Island Farm), an ing in order to:

of ecological features present

bitats or species; and for design options to avoid

le with very few plant species uffer the existing hedgerows.

 There were numerous hedgerows across the site which ranged from mature hedge coppice, to intensively managed species-poor hedgerows which dissected the ara had been translocated recently to the eastern boundary and appeared to show new Two ponds which were created as part of the previous applications' ecological mi however, neither was holding much water. Whilst there was very limited aquat vegetation in the immediate area included large swathes of tall ruderal and epheme Part of the site, in the northern section, was designated as a SINC partially due to woodland and scrub. This area is proposed for retention within the current masterpla access road. Part of the site had been subject to clearance to enable works from proposals. The area cleared was not withing the SINC identified on site. Detailed su consider the botanical diversity of this area. Part of the area was brownfield land and whilst it was not an appropriate time of yea apparent that there were varied nutrient levels and areas of disturbed ground which botanical diversity. Built structures were also noted. These included 'Hut 9' a former prisoner of war cam within the woodland in the north of the site and a dedicated bat roost located in the for a long period of time and had mature trees growing within them, to those very comprising of small areas of collapsed earth.
Natural Resources Wales (NRW) states that consideration will need to be given to Dormice, Lesser Horseshoe Bats, Brown Long Eared Bat records on site). Furth consideration will need to be given to impacts on the SINC, and habitat – ancie woodland.
As such the ecological appraisal also considered the following species:
<u>Dormouse</u> The site contains hedgerows and woodland of which were assessed to hold hig previous surveys identified the presence of dormice within the SINC located in the therefore assessed that further surveys would be required to update the status of the to inform detailed proposals for the site. <i>Riparian mammals</i>
The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with water vole found south of the site. However, the previous surveys identified no evid within the development area. Considering the presence of previous records in the directly adjacent to the site, it is recommended surveys are undertaken for these protodetailed proposals for the site. Great crested newt
The previous surveys assessed the ponds to be unsuitable for great crested newt absent from the site. Since then, it is understood that the previously surveyed pond new wildlife ponds created in the south-west of the main site area. The two water to walkover had relatively low water levels and limited aquatic vegetation. The curr retention and protection of the ponds. Nevertheless, they could provide suitable bree and it is recommended that a Habitat Suitability Index of each of the ponds within 50 to inform detailed planning application. <i>Birds</i>

Igerows with trees and hazel rable fields. Two hedgerows ew growth.

mitigation works were noted; atic vegetation in the pond, neral/short perennial.

e to the mosaic of grassland, plan, with the exception of an m the previous development surveys will be undertaken to

ear for botany surveys, it was th are likely to result in higher

mp from World War 2 located e south-west of the site.

had apparently been present y recently emerging and just

to protected species (Hazel Inthermore, NRW states that cient mature hedgerows and

high value for dormice. The the north of the site. It was f the site for this species and

vith records of both otter and vidence of riparian mammals he area and suitable habitat otected species and to inform

vt (GCN) and that GCN were nds have been removed and ir bodies identified during the urrent proposals indicate the eeding habitat for amphibians 500m of the development site

There was a mix of permanent pasture and arable land providing suitable habitat for hedgerows and their margins within the fields was assessed to provide potential birds. The woodland, hedgerows, scrub and scattered trees were assessed to have birds. Evidence of barn owl was found in a stable in the south-east of the site. Fu birds have been recommended within section 5 to inform detailed proposals for the <u>Bats</u> The previous surveys identified roosting lesser horseshoe and brown long-earer woodland in the SINC. Since the previous surveys were undertaken, a dedicated ba the south-west of the main site. Additionally, the built structures within the Cra extremely poor structural condition and a wide range of bat roosting features we walkover. They were assessed to hold high potential for roosting bats. Therefore updated assessment of the structures should be undertaken to assess their status for emergence/re-entry surveys are recommended. The habitats within both sites hedgerows, offering potential commuting, foraging and roosting habitats for ba
 commuting and foraging habitats for bats. A number of mature trees were also noted roosting features for bats. <u>Badgers</u> The habitats on site were comprised of woodland, grassland and arable land whic badgers. However, it should be noted that the previous survey identified badgers to <u>Reptiles</u> Much of the site was comprised of arable land and agriculturally intensified graspotential for reptiles. The key features were assessed to be the sections of grasslar woodland edges. The site was comprised of common and widespread habitats provide the sections. No detailed surveys will be required.
<u>SINC Review</u> A SINC review undertaken by the Wildlife Trust indicates that the on-site SINC does r significantly since 2011's survey and therefore still qualifies as a SINC. The small field to the south-east is worth removing from the citation as it is isolated and doe site's value. The woodland varies in quality but appears to offer habitat for dormi numerous woodland indicator species. The grassland is not particularly species-ric whole. The site suffers from antisocial behaviour including fly-tipping, frequent dr permanent habitation that is detrimental to the biodiversity of the site.
The review recommended that dormouse tubes are replaced and monitored and to reduced where feasible. Although the grassland areas are not very diverse they ad 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 I designations, however it is acknowledged that they can make a vital contribution network for biodiversity and resilient ecosystems, and they should be given adequat Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) I measures to address previously identified ecological constraints including the reter SINC and protection of the artificial bat roost and hedgerows. Furthermore, the mass indicated the retention of SINC land within the site boundary, with the exception of A48. Areas of ecological value are proposed for retention including existing sink hor range of invertebrates, and an ecological enhancement area located in the sout enhanced for ecology in relation to the 2008 sports village application. The masterp of continuous green areas to ensure a continued network of green and blue infrastre

t for farmland birds. Also, the al habitat for ground nesting ve high potential for breeding Further surveys for breeding he site.

red bats within Hut 9 in the bat roost has been created in Craig-Y-Parcau area were in were visible for the external ore, it was assessed that an for roosting bats. Additionally, es contained woodland and bats may provide potential ed which could have potential

ich have potential to support to be absent from the site.

assland providing negligible and and scrub located at the oviding low potential habitats

s not appear to have changed ill section of woodland in the bes not appear to add to the mice and bats and there are rich but adds to the site as a drug use and signs of semi-

I that antisocial activities are add to the diversity of the site

less weight than statutory n to delivering an ecological uate protection. As such, the) has included a number of tention of the majority of the asterplan for Island Farm has of the access road from the holes; which offer value for a uth-western field; previously rplan also indicates retention structure.

Further work and surveys are to be undertaken from an ecological perspective in line of the ecological report. However, there were no 'show-stoppers' found at this stage, measures available to ensure that the development of the site is acceptable and a minimised.
NRW support the commitment for the future development of the site to follow approach so that the mixture of uses will be fully integrated and designed around the
Overall, the site has an extensive planning history which has demonstrated that th an ecologically sensitive way through careful scheme design and the use of mitigat will ensure that the proposed uses through outlined development requirements a future development of site.
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The site promote reflects the final number of dwellings the site is expected to deliver. This identifies the relating to the proposed development, and, in combination with the Strategic Traneasures will be taken to deal with the anticipated transport impacts of the scheme prescribes the appropriate development requirements in relation to all forms of trave doubt, this number of dwellings does not require the original proposed site bound more efficient use of the existing net developable area. The density and mix of us appropriate to support a diverse community and vibrant public realm, whilst generation to support services such as public transport, local shops and schools. In accordate policy, higher densities should be encouraged in urban centres and near major interchanges. Given the site's location within the Primary Key Settlement of the proximity to Bridgend Town Centre, this density level is therefore considered approcess of the scheme of the proposed enhancements to the active travel recommunities, further bolstered by the proposed enhancements to the active travel recommunities.
The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Activ PLA2 in conjunction with Policy PLA12 should be considered essential in the deliv any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fa colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will li demand, and that increased traffic levels and congestion is likely to occur if appro- measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita

ne with the recommendations e, with appropriate mitigation I any related impacts can be

a Green Infrastructure led the SINC.

the site can be developed in ation measures. Policy PLA2 are fully integrated into the

g an illustrative block plan to oter's Transport Assessment is the various transport issues Transport Assessment, what eme. Proposed Policy PLA2 vel. For the avoidance of any idary to be expanded, rather uses proposed is considered ating a critical mass of people dance with national planning or public transport nodes or ne County Borough and the ropriate to foster sustainable I network.

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use l likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depende enables sustainable access to employment, education, local services and commun will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA2 prescribes a number of placemaking principles for Land South which are considered instrumental to achieving sustainable places, delivering social and promoting cohesive communities. Such requirements include pursuing transit-on prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on pro- cycling linkages between the site, the Town Centre and surrounding environs. In add will require the site's green infrastructure network to extend to Newbridge Field proposed active travel route INM-BR-49 and establishing a 'green lung' that connec Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network features south of Bridgend, providing a plethora of economic, health and wellbeing be residents.
The site promoter's Transport Assessment has identified that with exception of the junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 both peak hours, the revised Island Farm proposals will result in lower traffic flows t the assessment network over both the AM and PM peak hour periods, compared development proposals on the Island Farm Site. As the consented flows are techni be existing on the highway network, this revised scheme will provide traffic reduction local highway network. Previous assessment work on the Island Farm site has ide Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacit assessment scenarios both including and excluding the consented Island Farm pro revised Island Farm proposals in general bring traffic reductions across these previously consented), with consideration of background traffic growth alone, the require mitigation to operate within capacity during future forecast years. The reduct the revised Island Farm proposals however, may mean that any mitigation more potentially achieve greater capacity improvements at each junction. The revised preside three separate vehicle access points onto the local highway network (or the consented scheme). All three site access junctions are expected to operate within Island Farm proposals. An updated assessment at all three identified junctions, an will be undertaken as part of a future supporting Transport Assessment for development, which will ideally include up to date baseline traffic flows as the basis restrictions allowing).
The Replacement LDP is accompanied by a SA Report (incorporating SEA) to ass and significant environmental effects of all substantive component within the PL allocations, etc.) and any identified reasonable alternatives. This builds directly u including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates SEA, process has informed the development of the Deposit Plan, including the inco changes within the document. As a result, the SA Report concludes that there is sustainability issues in Deposit Plan, with plan components performing well against

re that development must be dency on the private car and nunity facilities. Development el scheme, public transport he Bridgend Local Transport

th of Bridgend (Island Farm), cially inclusive developments -orientated development that or vehicle dependency. Wellne site to foster community providing safe pedestrian and ddition proposed Policy PLA2 elds, thereby capitalising on ects the site to both Bridgend ork of integrated spaces and benefits for new and existing

e A48 proposed site access 5 / Ewenny Road junction in through all junctions across d to the previous consented nically already considered to on improvements across the lentified that the Broadlands city issues in forecast year roposals traffic. Although the junctions (from what was nese junctions will still likely luction in flows as a result of measures implemented can proposals at the Island Farm (compared to just two within in capacity under the revised and the site access junctions or the revised Island Farm is for the assessment (Covid

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 19) which accompanied the es how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also

identifies strong compatibility between the LDD Vision/Objectives and the CA
identifies strong compatibility between the LDP Vision/Objectives and the SA I significant adverse effects (taking account of mitigation in all its forms).
In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage asset development resulting in adverse effects on the historic environment to be robust general presumption in favour of the preservation or enhancement of listed building with a requirement for development not to result in direct adverse effects on Sche there are exceptional circumstances. These issues are grouped under 'Cultural He 14 Sustainability Objectives considered by the SA. The potential for adverse impact and is an important consideration in determining the overall sustainability and thus allocations. Any sustainability impacts would also depend on the scale of development
For Land South of Bridgend (Island Farm), the SA identified the potential for ac proximity of the site to scheduled monuments and listed buildings. However, the re each strategic site allocation to be supported by a detailed masterplan) and PLA2 site allocation to implement specific masterplan development principles) represent address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant masterpl included in these spatial development policies to help ensure the avoidance of likely which could otherwise occur from this development proposal. Additional masterplan also included within Policy PLA2 to ensure site applies Good Design principles and a approach to siting, design, construction and operation in accordance with Plan principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan. The touris 9 will also be preserved and enhanced through improved linkages and active oppor
The land surrounding Merthyr Mawr is recognised within the Replacement LDP and various designations and policies (see Appendix 25 – Special Landscape Design Landscape Character Assessment). As highlighted by Policy SP17 the historic la Warren is a National Nature Reserve. These are protected under the Wildlife and amended by the Countryside and Rights of Way (CROW) Act 2000, the Natur Communities (NERC) Act 2006 and the Environment (Wales) Act 2016. Policy SP17 statutorily designated sites of national importance and any development proposal w be subject to special scrutiny to establish any potential or indirect effects. The onus potential developer and/or owner to clearly demonstrate the case for the site development should not be located elsewhere on a site of less significance to natur design in conjunction with appropriate planning conditions and/or planning oblig pursued by the local planning authority with a view to overcoming potential environmental resource, and to ensure protection and enhancement of a site's nature is a site of the site of the site of the source of the site of the source of the s
Merthyr Mawr Warren is also designated as a Special Landscape Area (See Policy Special Landscape Designations), in recognition of the surrounding character and Policy DNP4 protects such designations from inappropriate development. In order to possible, development within a SLA should retain and enhance the positive attribute to remove or mitigate any negative influences. In order to achieve this, the design development should respect the special landscape context. In particular, design traditions of the locality in its form, materials and details and aim to assimilate the or landscape.

Framework, plus no likely

t multiple requirements for sets and for the need for any stly justified. There is also a ings and their settings, along heduled Monuments, unless Heritage', which is one of the acts on Cultural Heritage was is suitability of candidate site ment proposed.

adverse impacts due to the requirements under SP2 (for 2 (for the proposed strategic nt forms of mitigation to help ne sustainability performance rplan development principles ely significant adverse effects n development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site rism and culture asset of Hut ortunities.

nd is very much protected by gnations and Appendix 26 – landscape of Merthyr Mawr nd Countryside Act 1981, as ural Environment and Rural 7 specifically seeks to protect I which affects such sites will s will be firmly placed on any te's development, and why ature conservation. Sensitive ligations/agreements will be al adverse impacts on the ture conservation interest.

cy DNP4 and Appendix 25 – ind quality of the landscape. r to be acceptable, wherever tes of its landscape and seek esign, scale and location of n should reflect the building e development into the wider

			Merthyr Mawr Village is also designated as a Conservation Area in recognition of the or historic interest, the character or appearance of which it is desirable to preserve development proposals, the Council will seek to resist new development or the dem unless it would preserve or enhance the character and appearance of the const DNP11).
627	I hereby object to the above proposal, and ask for this site to be deleted from the final LDP, because of its historical importance to the local community. If it were ever financially possible to investigate the archaeology of this area it is possible that the medieval remains would provide a Faith tourism project that would greatly add to the County Borough by providing direct employment and income generation into existing businesses. Both of these ambitions are noted within the LDP for Bridgend. The following provides a general description of the Scheduled Ancient Monument from the CADW website: The remains of what is know locally as Llangewyd Church and Churchyard (SS875809) is a scheduled ancient monument, the remains of St Cewydd's Church built in 11 century and believed to have been demolished by Cister-cian monks in the 13 century. CADW reference number GM237 designated on 27 October 1955. The monument comprises the remains of a church and churchyard probably dating to	Objection to Strategic Allocation PLA3: Land West of Bridgend	unless it would preserve or enhance the character and appearance of the const
north-west on north-ea bank c. 7m in the sout side, on the are two sto side, near t of a cross. 7.30m, 0.30 church-yare north. Pro	about 1.5 acres bounded on west and north-west by a wall (now a field wall) and on north-east, east and south by a low bank c. 7m broad x 0.60m high, with a gap in the south-east corner. On the south side, on the line of the bank and 3m apart, are two stones 1.8m high. (At the road- side, near the gate of the field is the base of a cross.) Church: bank c. 30m x 7.30m, 0.30-0.60m high in south half of the church-yard. Ground falls away to the north. Projection to the north at the east		The Replacement LDP apportions sustainable growth towards settlements that alre services, facilities and employment opportunities and are most conducive to a development. As such, a Settlement Assessment has been undertaken (See Ag sustainable settlement hierarchy. Based upon the consideration of a comprehe sustainable growth will be appropriately directed towards the Main Settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The plan preparation has involved the assessment of 171 sites. Each candidate site I the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessible based on any specific issues they raised in terms of their deliverability, general lagonation.
	end makes the mound rather L-shaped. The monument is of national importance for its potential to enhance our knowledge of medieval ecclesiastical organisation. The monument forms an important element within the wider medieval context		uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As such, candidate site was considered appropriate for allocation.

ne area's special architectural e or enhance. In considering emolition of existing buildings nservation area. (See Policy

sh Government Development revise a development plan, eliverable and contribute to).

ate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the eld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable uirements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land ints and opportunities. Site dies to demonstrate the site's nt, only those sites deemed te 308.C1 Bridgend (West of)

and the structure itself may be expected to	As part of the proposed allocation of Land West of Bridgend, development will be
contain archaeological information in	requirements including masterplan development principles and placemaking princ
regard to chronolo-gy, building techniques	PLA3 – Page 71). The provision of new residential dwellings, including affordable
and functional detail. The scheduled area	alongside a new one and a half form entry Primary School, recreation facilities,
comprises the remains described and	appropriate community facilities all set within distinct character areas.
areas around them within which related	
evidence may be expected to survive.	Policy PLA3 will ensure development positively integrate the remains of Llangewyd
Some historian think that the remains of	Scheduled Ancient Monument in a manner that preserves and enhances the remain
the 11 Century church were actually built	Development must also incorporate the Laleston Trail within the central part of the sin
on the foundations of an even older	Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclose
church. Inscribed stones have been found	
	hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel,
in the fields where the development is	site and off-site measures to provide good quality, attractive, legible, safe and acces
planned and are in storage in Cardiff	linkages in accordance with Active Travel design. Improved linkages must be prov
Museum. At least one upright stone can	Bryntirion Comprehensive School and Bridgend Town Centre (including the bus stati
still be found in the hedgerow surrounding	routes should be provided to accord with the proposed routes within the Counci
the 'Circus Field', other may survive. You	Maps:INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.
can clearly see a medieval pilgrim marker	
base stone on Laleston crossroads, next	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to asse
to the 'Circus Field' where LCC has	and significant environmental effects of all substantive component within the Pla
installed an inter-pretation board. Also, as	allocations, etc.) and any identified reasonable alternatives. This builds directly up
this area is a known medieval pilgrim	including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019
route, the hedgerows themselves are	Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates I
equally as old and deserve to be	SEA, process has informed the development of the Deposit Plan, including the incor
protected. I firmly believe that the	changes within the document. As a result, the SA Report concludes that there is
significance of the settlement at	sustainability issues in Deposit Plan, with plan components performing well against
Llangewydd adds greatly to our	identifies strong compatibility between the LDP Vision/Objectives and the SA F
understanding of the development of our	significant adverse effects (taking account of mitigation in all its forms).
farming landscape. In particular it adds to	
our knowledge about the Cistercian	In accordance with statutory requirements, Planning Policy Wales sets out r
religious order. Further information about	development to avoid direct adverse effects on nationally important heritage assets
the history of Laleston can be found at:	development resulting in adverse effects on the historic environment to be robustly
https://lalestoncommunitycouncil.gov.uk	general presumption in favour of the preservation or enhancement of listed building
and the details of the Laleston Stone Trail	with a requirement for development not to result in direct adverse effects on Sche
are available here:	there are exceptional circumstances. These issues are grouped under 'Cultural Her
	14 Sustainability Objectives considered by the SA. The potential for adverse impacts
https://adobeindd.com/view/publications/9	and is an important consideration in determining the overall sustainability and thus s
1d158b9-1da1-4c83-a562-	allocations. Any sustainability impacts would also depend on the scale of developme
cdd77cc61f23/7dt7/publication-web-	
resources/image/lalestonStonesLeaflet-	All Stage 2 Candidate Site Sites were considered to ascertain whether they had
outside.png	adverse impact upon the historic environment. To facilitate this assessment, the C
	Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their vie
After WW2 aerial photographs also point	impacts on the historic environment along with recommendations for mitigation. Ar
to there being evidence of a Roman set-	required to be mitigated by site promoters.
tlement bordered by the communities of	
Llangewyd, Laleston and Penyfai. This	For Land West of Bridgend the SA identified the potential for adverse impacts due to
needs archaeological investigation. If	scheduled monuments and important archaeological sites. However, the requirem
development is to be permitted, the	strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the
community needs to be assured that a full	allocation to implement specific masterplan development principles) represent fo
pro-fessional archaeological exploration of	address the identified likely significant effects. These requirements also enhance the
the site will be part of the conditions of	of the strategic site allocation more generally. The SA identifies relevant masterpla

Il be subject to site-specific inciples (See Deposit Policy le units, will be incorporated es, public open space, plus

ydd Church and Churchyard ains as part of the wider site. site, providing access to the osed byway with the existing vel, Policy PLA3 requires onessible pedestrian and cycle ovided along the A473, with tation and train station). New ncil's Active Travel Network

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 19) which accompanied the s how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also a Framework, plus no likely

t multiple requirements for ets and for the need for any stly justified. There is also a ngs and their settings, along heduled Monuments, unless leritage', which is one of the acts on Cultural Heritage was is suitability of candidate site ment proposed.

ad the potential to cause an e Council consulted with the views on the likely range of Any identified impacts were

to the proximity of the site to ements under SP2 (for each r the proposed strategic site forms of mitigation to help ne sustainability performance plan development principles

devel-opment before any work is allowed	included in these spatial development policies to help ensure the avoidance of likely
to commence. Laleston Community	which could otherwise occur from this development proposal. Additional masterplan
Council would also prefer that any	also included within Policy PLA3 to ensure site applies Good Design principles and a
excavation involving the local community.	approach to siting, design, construction and operation in accordance with Plann
Laleston Community Council has already	principles were informed by SA findings and have been incorporated into the final l
experienced a young and inexperienced	assessment scoring updated to reflect their inclusion in the Deposit Plan.
member of staff from a developers try to	
attend a council meeting to tell us all about	Further to this, the site promoter commissioned EDP to undertake an Archaeological
their proposals. One of my fears is that a	The assessment establishes that the site does not contain any World Heritage
local land owner could offer his land to	Monuments, listed buildings, registered historic parks and gardens or historic landsc
such an individual for turning/parking	be a presumption in favour of their physical preservation in-situ and against
lorries or dumping spoil from the site right	archaeological remains, the site is identified as having moderate to high potenti
on top of what remains of our ancient	the medieval period, particularly in its northern extremity, which is adjacent to the site
monument. The damage would be done	Church. However, the land is a SINC and will not be developed. Policy PLA3 will
and no amount of financial compensation	positively integrate with the remains of Llangewydd Church and Churchyard Schedu
would put this right. In addition I would add	a manner that preserves and enhances the remains as part of the wider site.
my name to the following objections:	
Further housing is not necessary at this	While there is a small amount of evidence for late prehistoric and Roman a
location. An evidence-based case has not	1km study area, the potential for archaeology of these periods within the site is dee
been made. The West of Bridgend area	settlement was focused elsewhere in the locality and any archaeology of this pe
has been the site of some 3000 new hous-	likely to relate to agriculture. Overall, the baseline data indicate that the probability
es in recent years. This is already a	being present is low. Any further archaeological investigation can reasonably I
disproportionate amount. It would be bad	appropriately worded planning condition appended to a planning permission.
planning to add a further 850 houses to	aff of soly interface generation of a generation o
this area. To make this delicate site profit-	Potential impacts upon the setting of historic assets in the locality have focused of
able, even so-called "affordable" housing	significant effects arising from changes to setting have been identified for sche
would be beyond the means of most young	buildings and registered parks and gardens. In respect of the Laleston Conservatio
persons. · Infrastructure is not in place to	be any significant changes to its visual setting. It is acknowledged that development
support further development. The local	Site will remove a part of the agricultural landscape around Laleston which form
compre-hensive school, for example, has	to the east. However, agricultural land will remain on all sides around Laleston, which
not yet caught up with the housebuilding of	as a discrete settlement, while landscaping measures associated with the devel
the previous decade. The viability of	impression of coalescence. This is assessed as an impact of a minor order, with
further expansion of Bryntirion	conservation area being retained. Policy PLA3 will require development to maintain
Comprehensive School is very doubtful	between the site and Laleston to retain the separate identities and character of
due to road access constraints. Section	preventing coalescence.
106 contributions from a developer would	
therefore be futile for this purpose.	In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 su
Sending children from the proposed site to	by EDP. The desk study has noted that within the Study Site's zone of influence there
other comprehensive schools would	and non-statutory designated sites present, most notably Laleston Meadows
violate the local place making principles	the site itself.
stated in the draft LDP. Other aspects of	
infrastructure including sewerage,	Given the combination of designated sites, it is concluded that any future plan
drainage, NHS services, etc. have not	to consider the potential for direct and indirect impacts to arise upon qualifying feature
been anywhere nearly adequate-ly	Meadows SINC. However, it is inherent within the emerging masterplan that the L
addressed. Further along the A473, air	and its associated designated features will be retained. Furthermore, such retain
quality testing in Park Street reveals it to	protected from potential harm, damage and disturbance through the sensitive design
be one of the most polluted locations in the	from SINC boundaries and inclusion of suitable buffers.
county. Generating more traffic to use the	
A473 vio-lates the sustainable	The desk study confirms that the inclusion of Laleston Meadows SINC within the
development principles contained in the	provide substantial potential for a balanced provision of areas of informal public c

ely significant adverse effects n development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site

al and Heritage Assessment. ge Sites, Scheduled Ancient Iscapes, where there would t development. In terms of ntial to contain remains from site of the former Llangewydd will require development to eduled Ancient Monument in

activity in the surrounding leemed low. Post-medieval period within the site is most ity of significant archaeology be secured through an

on the 1km study area. No cheduled monuments, listed tion Area, there will also not ont in the southern part of the rms a buffer from Bryntirion sich will retain its character velopment will mitigate any ith the special interest of the ain a strategic green corridor of these settlements whilst

survey has been undertaken ere are a number of statutorily vs SINC which overlaps with

lanning submission will need atures, including the Laleston e Laleston Meadows SINC ained features will be further gn of built development away

vs SINC within the Study's Site boundary will of informal public open space and wildlife

draft LDP. · Further road traffic would also zones. When linked with proposed POS and play areas across the developable site this will provide a put further strain on the A473 junctions significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In with Elm Crescent and Heol y Nant, the respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity traffic lights at Bryngolau, and the A48 enhancements and thus offset ecological impacts that may arise during the development of adjacent land. Broadlands roundabout, which is already strained for capacity. . The site would An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in coalesce the community boundaries of March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of Bryntirion and Laleston, contrary to good limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance planning principles. The site has an include the native hedgerows delineating the northern boundary and internal field boundaries in addition inherently rural aspect, It forms a green to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys wedge bordering a ward that is officially identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered rural, and a ward that is officially urban. for their potential to support great crested newt. The overall effect would be the urbanisation of the entire district. The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought Urbanisation would violate the council's to locate development across those habitats of predominantly limited ecological value whilst retaining objective of maintaining and enhancing the boundary habitats as far as possible. Where retained, such features have been accommodated within proposed natural resources and biodiversity of the informal green space and sustainable transport links, which ultimately enhances connectivity throughout the county borough. • This green wedge is the Site and contributes to the wider green infrastructure resource. location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit woodland and hedgerow system with an 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 historical heritage. Llangewydd Road and its surrounding lane network have been compensate where necessary. This will be in addition to the sensitive positioning of built development identified by historians as a pre-historic away from retained boundary features to minimise damage. ridgeway, a medieval pilgrims' way, Ffordd y Gyfraith ("The Way of the Law"), and a The report also highlights further detailed habitat and species surveys which are recommended drovers' road. There is a strong possibility 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 of Roman and Celtic archaeology on site. · The proposed site is criss-crossed by require the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees public rights of way which have been con-(including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the scientiously maintained by the Community green space bordering the northern and north-western boundaries of the site. PLA3 will also require the Council and which are highly valued by developer to submit and agree ecological management plans including proposals for mitigation, local people and visitors. Urbanising them enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat. would create a miserable aspect, which the developer's proposals for "corridors" would not mitigate. Developers would 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 leave the site transferring corridor maintenance costs onto the community. . hectares of retained green infrastructure and new areas of public open space across the site comprising No evidence has been produced to show seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces that the commercial benefits of building at and linkages, green streets, and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland. this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be 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 a severe loss of visual, social and public allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could amenity. • The loss of the rich and diverse not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in flora and fauna of the woodland, fields and hedgerows is not justified by any addition to community and cultural infrastructure. commercial benefit from this development. · This urbanisation would create an undesirable precedent for further

urbanisation to south, north and west. It	With regards to education and comprehensive school provision, a contribution will be
would move the built-up area's boundary,	the Education Facilities and Residential Development SPG and a decision will be ma
making further greenfield development	Authority as to how the sum will be utilised.
difficult to resist. This would cause further	
coalescence, with Broadlands to the	In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement w
south, Penyfai to the north, and towards	the clean and foul network to accommodate the site as a whole and a Hydraulic Mod
Pyle in the west.	required to inform such works. They have also confirmed that there are no insurm
The proposal to close Llangewydd Road	delivery of the site.
to vehicular traffic is undesirable and dis-	
	With respect of drainage, the site promotor has properted a high lovel drainage strate
ingenuous. o Undesirable because this	With respect of drainage, the site promoter has prepared a high-level drainage strate
lane is already a popular walking and	the site is located with DAM Zone A, which is used within Technical Advice Note 1
cycling route, and vehicular traffic coexists	considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect
without difficulty on this stretch. Al-	from NRW, and in the Strategic Flood Consequence Assessment (SCFA which infor
ternative vehicle movements, along the	site as green in its RAG assessment. As such, all proposed land uses are permitte
lane north from the A473 at Crossways,	consequence assessment. The SFCA does highlight that a small proportion of the si
towards the Old Church Field, as	flooding due to surface water, which corresponds with topographic depressions rur
apparently recommended by the	There are two areas most at risk of surface water flooding. The first corresponds wi
developer, would cause unacceptable	flowing down into the north western corner of the site. This area of the site is current
conflict with walkers and cyclists.	which is to be retained as part of the proposals. It is therefore considered that this a
Alternative vehicle movements would not	risk will have little influence on development proposals. The second area is a key su
be equally convenient to any users of the	runs through the centre of the site towards the A473 where a small area of high s
lane network, and the unintended	shown. The surface water flow routes in this part of the site will be retained where
consequences could be severe. They	within the surface water drainage strategy through the use of SUDs and green corrid
have not been investigated. o	
Disingenuous, because no evidence has	A revised TAN15 is due to be implemented in June 2023. This will be supported be
been put forward to argue for the closure	Planning, which includes climate change information to show how this will affect flood
of Llangewydd Road. It is therefore	century. It shows the potential extent of flooding assuming no defences are in place.
reasonable to suggest that a credible	Map for Planning shows the site to be located outside of any flood zone and is there
motive for this closure is to eliminate	no risk of flooding.
Llangewydd Road as a "natural" boundary	
for the development. Removing vehicular	In terms of the impacts on primary healthcare provision, the Council has been
traffic removes this boundary and leaves	Morgannwg University Health Board from the outset of the Replacement LDP proc
the way wide open to future applica-tions	held to ensure the level and spatial distribution of growth proposed was clarified to I
for further housing development towards	service provision. As part of Stage 3 of the Candidate Site Assessment, the heat
Penyfai, which planners would find difficult	consultation bodies were invited to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in respect of those sites identified to provide comments in the provide comments i
to resist. This would repeat the experience	development and possible allocation in the Deposit LDP. Whilst the Council cannot u
of Broad-lands, where an initial	of primary healthcare services, close working relationships will continue and be r
development of only slightly larger size	Morgannwg University Health Board. This will be key to service provision planning as
than this proposal grew from a new	Deposit Plan progress.
settlement measured in hundreds of	
dwellings to one now numbered in	The site promoter commissioned Air Quality Consultants to undertake an Air Quality
thousands. The inclusion of the Old	impact of the proposed development and subsequent increased traffic emissions a
Church Field (north of Llangewydd Road)	traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations
in the proposal, while on the face of it a	number of worst-case receptors, representing existing properties where impacts are
philanthropic measure, could in reality be	In addition, the impacts of traffic emissions from local roads on the air quality for
a further indication of an ambi-tion to	proposed development have been assessed.
expand this development further	
northwards. o In a nutshell, this proposal	The assessment has demonstrated that concentrations of PM10 and PM2.5 will remain
puts the wrong type of development with	all existing receptors in 2022, with or without the proposed development, and that all ir
the wrong type of houses in the wrong	will be negligible.

be taken in accordance with made by the Local Education

t works are required on both Nodelling Assessment will be rmountable obstacles to the

ategic of which confirms that e 15 to indicate that there is flected in comments received forms the LDP and flags the tted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water ently comprised of woodland s area of surface water flood surface water flow route that h surface water flood risk is re possible and incorporated rridors.

d by the new Flood Map for ood risk extents over the next e. A review of the new Flood perefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other entified as suitable for future of ultimately control provision e maintained with Cwm Taf as site allocations within the

ty Assessment to assess the s arising from the additional ns have been modelled for a are expected to be greatest. r for future residents on the

main below the objectives at II impacts for these pollutants

location. A case is not made and the	
proposal should be set aside and not progressed in the LDP.	In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen di full development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
	The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
	The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transponumber of dwellings the site is expected to deliver. This identifies the various tran proposed development, and, in combination with the Strategic Transport Assessmentaken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nation densities should be encouraged in urban centres and near major public transport no the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
	The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Activ PLA3 in conjunction with Policy PLA12 should be considered essential in the deliv any proposal, ensuring that development is contributing to the promotion of a sustal
	The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fac colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
	Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will live demand, and that increased traffic levels and congestion is likely to occur if approximeasures and infrastructure are not delivered. Therefore a Strategic Transport Assert

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

osed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use I likely result in greater travel propriate mitigating transport sessment (See Appendix 36)

1485	Rebuttal to Allocation of COM1(2) Land at Craig-Y-Parcau and PLA 2(2) Land at	Objection to Strategic	a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473. The site promoter's Transport Assessment confirms that the traffic effect of 850 dr the order of 269 and 243two-way movements in the AM and PM peak hours re considered worst case as attitudinal change towards travel progresses. This quan over 4vehicles per minute two-way, diluted across the local highway network. The a the development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transport the options necessary to promote sustainable travel modes before the private v environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving tra- leisure and social journeys and hence social inclusion. Working from home and anon-site Work hub will be encouraged from the outset, in line with Welsh Governn Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the pro- proposed range of land uses will likely produce a wide range of significant beneficia Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and r

e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

ure that development must be idency on the private car and nunity facilities. Development vel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellthe site to foster community providing safe pedestrian and gend Town Centre (including he proposed routes within the M-BR-58 and BRC9b. PLA3 e northern side of the A473, Bryntirion to the east, and a bus stop on the A473.

point of vehicular access is he junction will accommodate isting active route BRC9b on

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site ort case for mobility provides vehicle. The design of the the Mobility Strategy means ravel choice, for commuting, nd from a third-place such as nment's aspirations.

the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to roposed development with its cial effects.

sh Government Development I revise a development plan,

Island farm It is acknowledged that the	Allocation PLA2:	underpinned by robust evidence to ensure that plans are effective and delive
south side of Bridgend is appealing for	Land South of	placemaking, as defined in national policy set out in Planning Policy Wales (PPW).
developers because it is a green field site	Bridgend (Island	
that does not any require remediation	Farm) and	The Deposit Plan has been underpinned by the identification of the most appropriate
costs . Island Farm and Craig-Y-Parcau,	Housing Allocation	and housing provision, all of which have been based upon well informed, evidence ba
run alongside the A48 and are on the edge	COM1(2): Craig y	need, demand and supply factors (See Appendix 42 - Background Paper 2: Pr
of the Bridgend conurbation. These plus	Parcau	Growth Options). A range of growth scenarios across the whole Replacement LDP
points should not, however, obscure the		and discussed within the Strategic Growth Options Background Paper. This has c
other factors embedded in law by the		Borough's demographic situation is likely to change from 2018-2033 and inforr
Senedd, which must preclude extensive		response for the Replacement LDP. As such the Replacement LDP identifies an ap
development on these sites. Regarding		to enable a balanced level of housing and employment provision that will achieve sus
Island Farm, and Biodiversity In response		support existing settlements and maximise viable affordable housing delivery.
to "The State of Nature Report" 2019 and		
the catastrophic declines in the		The distribution of growth is further evaluated and justified in the Spatial Strategy (
Biodiversity of Wales (one of the least		(See Appendix 43 – Background Paper 3). The strategy prioritises the development
biodiverse in the world), the Senedd,		periphery of sustainable urban areas, primarily on previously developed brownfield
Nature Recovery Action plan for Wales		on the delivery of the brownfield regeneration allocations identified in the existin
2020-2021 states, "Maintaining and		Maesteg and the Llynfi Valley are still denoted as regeneration priorities through
Enhancing Resilient Ecological Networks		Regeneration Growth Areas. The ongoing commitment to brownfield development
– spatial action to deliver benefits for		settlements accords with the site-search sequence outlined in Planning Policy Wa
biodiversity, species and habitats, avoid		developmental pressure on Best and Most Versatile (BMV) agricultural land. Howeve
negative impacts and maximise our well-		success in delivering development on brownfield land in other settlements (notably
being". "For public authorities subject to		Gateway), there are limited further brownfield regeneration opportunities remain
the section 6 biodiversity and resilience of		deliverable sites (including some greenfield sites) are therefore required to implem
ecosystems duty under the Environment		housing in high need areas and ensure the County Borough's future housing require
(Wales) Act, maintaining and enhancing		
biodiversity in the exercise of their		The Replacement LDP apportions sustainable growth towards settlements that alre
functions should drive the mainstreaming		services, facilities and employment opportunities and are most conducive to e
of action into public service delivery". And		development. As such, a Settlement Assessment has been undertaken (See Ap
NRAP states that to recover nature we		sustainable settlement hierarchy. Based upon the consideration of a compreh
must: - build resilient ecological networks		sustainable growth will be appropriately directed towards the Main Settlements of Br
and mosaics across our whole land and		with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
seascape to safeguard species and		
habitats and the benefits they provide -		The plan preparation has involved the assessment of 171 sites. Each candidate site
address the root causes of biodiversity		the criteria in the Candidate Site Assessment Methodology which was previously con
loss, not just the symptoms - understand		13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess
the role that nature plays in our lives,		based on any specific issues they raised in terms of their deliverability, general l
livelihoods and well-being - invest in		uses, existing use(s), accessibility, physical character, environmental constrain
improving our evidence and monitoring for		promoters were asked to prepare and submit a number of technical supporting studie
the long term - recognise and value		deliverability, sustainability and suitability. Proceeding this detailed assessment,
biodiversity in our accounting and decision		appropriate were included for allocation in the Deposit Plan. As such, candidate site
making across sectors and portfolios -		Craig y Parcau were considered appropriate for allocation.
demonstrate the value we place on		
biodiversity through governance, and		As part of the proposed allocation of Land South of Bridgend (Island Farm), develop
support for skills and capacity. Maintaining		specific requirements including masterplan development principles and placemaki
and Enhancing Resilient Ecological		Policy PLA2 – Page 67). The provision of new residential units, including aff
Networks (nature networks) (to reverse the		incorporated alongside a new one entry primary school with co-located nursery, the
decline in biodiversity and adapt to climate		Special School, leisure facilities, recreation facilities, public open space, plus appro
change) - Restoring and maintaining the		employment and commercial uses.
Protected Site network - Restoring and		
Frolected Sile network - Restoring and		

eliverable and contribute to).

iate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed sites PS.1 Island Farm & PS.2

opment will be subject to siteaking principles (See Deposit affordable dwellings, will be he re-location of Heronsbridge propriate community facilities,

creating habitat outside protected sites to The Strategy acknowledges that the County Borough has a rich and varied biodiversity with a broad range of build nature networks and mosaics species, habitats and unique, rich landscapes. Policies within the Deposit Plan have been refreshed and Maintaining and enhancing species of updated from the existing LDP and will continue to protect the county borough's environment in line with national principal importance for Wales" For public planning policy and the Environment Act 2016. These policies cover development in the countryside, special bodies subject to the WFG Act, achieving landscape areas, local / regional nature conservation sites, trees, hedgerows and development, green the Resilient Wales goal alongside the six infrastructure, nature conservation and natural resources protection and public health. For development to be other well-being goals should drive sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and delivery of action for biodiversity. The controlled with regard to its environmental impact, in order to conserve and enhance biodiversity. SINC at Island Farm is home to two priority 1 European protected species, Dormice There is clear guidance and legislation with regard to the protection of species and habitats recognised in and Lesser Horseshoe Bats. It is argued legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Planning. The most relevant that owing to issues of light pollution, statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the predation, habitat fragmentation and loss 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 of feeding area, the biodiversity acknowledged by the SINC status of the Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant old POW site would be adversely affected legislation. to a high degree, by the development of 847 houses abutting it. As stated in the To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to enhance the objectives to the LDP Review, proposals biodiversity and resilience of the County Borough's ecosystems through native species landscaping, careful should protect local diversity, character location of development, the creation of green corridors, and open space management. It is important that and sensitive environments. The presence biodiversity and resilience considerations are taken into account at an early stage in both development plan of the SINC within the development preparation and when proposing or considering development proposals. All reasonable steps must be taken to boundary leaves it vulnerable to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced development at some future point with the wider social needs of local communities. Only in exceptional circumstances, where it is in the public particularly if it loses its SINC status when interest, will new development be located where it may have an adverse impact on sites designated for their next reviewed. To be accord with the importance for nature conservation. Robust mitigation and compensation will be provided wherever this principles and laws of the WFG Act, and situation is unavoidable, in line with considered advice from statutory and advisory organisations. the Environment (Wales) Act 2016 which states; "A public authority must take The Environment Act (Section 6) sets out a framework for planning authorities to maintain and enhance account of the resilience of ecosystems, in biodiversity to provide a net benefit for biodiversity through a proactive and resilient approach. Policies SP17 particular the following aspects- (a) the and DNP6 of the LDP set the framework to deliver on this premise, as set out in Policy 9 (NDF). Policy DNP6 diversity of ecosystems (b) the (LDP) will be revised to ensure it is based on a net benefit approach to achieve these outcomes. connections between ecosystems (c) the scale of ecosystems" To embed the SINC It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island Farm) contains a Site of physically and by planning boundary into a Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which covers 14.03 hectares of high-density housing development risks land within the allocated site. PPW identifies SINC's as local non-statutory protected sites. Paragraph 6.4.20 being in breach of the above act. There is states that 'Although non-statutory designations carry less weight than statutory designations, they can make a a serious question to be asked in relation 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.' to the number of houses. The developer's "Transport Strategic Appraisal" is working on 733 houses at 40 houses per hectare Existing Consent which presumably covers all the available 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 after the schools space commercial/community office uses was granted Outline planning permission on 14th March 2012 (P/08/1114/OUT). The permission was area, pylon corridor etc are taken out (as shown on the subject to a Section 106 Legal Agreement (Legal File Refr: E40-275) that controlled highway works, land indicative plan). The LDP however is for dedication, management plans, contributions and matters relating to travel and management plans associated 847 houses. The question is where is the with the stadia development. A series of reserved matters consents were granted for an indoor tennis centre, extra 2.85 hectares coming from? 5.5.39 (P/14/354/RES refers), landscaping and ecological works, (P/14/823/RES refers), and highway and drainage Under the Environment (Wales) Act 2016, infrastructure (P/14/824/RES refers). The Outline permission included the standard time limit conditions for the the Council is required to maintain and

enhance biodiversity and promote the resilience of ecosystems. It is therefore essential that a balance is achieved between the need for development and the need to protect existing habitats and species which contribute to the general biodiversity of the County Borough. It is the aim of Policy DNP6 to achieve that balance between the location, design, and layout of development or redevelopment, and the need to conserve that site's biodiversity interest, whilst also taking into account the interests of any adjacent nature conservation resources. 5.5.40 The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must achieve biodiversity net gain or ecological enhancement through implementing a range of opportunities as identified within the Action Plan. Included in the Assessment is "Merthyr Mawr Farmland, Warren and Coastline". This stretches inland as far as the A48 by Laleston at the far west end to include the majority of PLA2(2) at the Eastern end. "pipistrelle, lesser horseshoe bats and hazel dormice have been recorded in this area", it goes on to note "Risks to notable habitats; Rinks include Urban encroachment south from Bridgend". Both PLA2(2) and COM1(2) lie within this area. The presence of a dense housing development at PLA2(2) next to the SINC is a severe threat to its value for wildlife. There is simply not enough space to provide for the wellbeing/recreation requirements of a dense housing developments and also for the space and relative peace required by the ecosystem of the SINC to flourish. 5.5.6 of the LDP states "To comply with the Environment (Wales) Act 2016 (Section of Duty) the LDP strategy will seek to enhance the biodiversity and resilience of the County Boroughs ecosystems through native submission of reserved matters and the commencement of development. The final approval of reserved matters was issued on 12th June 2015.

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:

- 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;

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.

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.

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 mixeduse 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

species landscaping and careful location of development..... Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have adverse impact on sites designated for their importance for nature conservation. The Council questions the exceptional circumstances and the public interest that necessitate development on PLA1(2) and COM1(2). DNP6: Biodiversity, Ecological Networks, Habitats and Species; All development proposals must contribute to biodiversity net gain and improved ecosystem resilience.... Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of priority and protected species. Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where: 1) The need for development outweighs the nature conservation importance of the site; 2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts. It is argued that the need for development does not outweigh the nature conservation of the site simply because it is said to be so. The caveat might be used simply to deflect criticism of the inclusion of both PLA2(2), as well COM1(2), the latter of which largely comprises "semi natural woodland and wetland network". Regarding PLA2(2), it is argued that to protect the ecosystem of a vulnerable SINC into the future is simply not possible through mitigations in the face of a development of the density and proximity proposed.

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.

Ecological mitigation measures already implemented

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 *Muscardinus avellanarius* 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 Rhinolophus hipposideros and brown long-eared bats Plecotus auritis.

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 Triturus cristatus to be taking into account. The habitat design for the consented scheme included:

- 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 next 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.

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: 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.

General habitat – Existing The site was found to be comprised predominately of arable land in its winter stubble noted. The arable field margins provide good habitat for a range of species and bb. There were numerous hedgerows across the site which ranged from mature hed coppice, to intensively managed species-poor hedgerows which dissected the an had been translocated recently to the eastern boundary and appeared to show ne Two ponds which were created as part of the previous applications' ecological in however, neither was holding much water. Whilst there was very limited aque vegetation in the immediate area included large swathes of tall ruderal and ephere "Part of the site, in the northern section, was designated as a SINC partially due woodland and scrub. This area is proposed for retention within the current master, access road. Part of the site had been subject to clearance to enable works for proposals. The area cleared was not withing the SINC identified on site. Detailed sconsider the botanical diversity of this area. Part of the area was brownfield land and whilst it was not an appropriate time of ye apparent that there were varied nutrient levels and areas of disturbed ground whic botanical diversity. Built structures were also noted. These included 'Hut 9' a former prisoner of war can within the woodland in the north of the site and a dedicated bat roost located in the for a long period of time and had mature trees growing within them, to those very comprising of small areas of collapsed earth. Natural Resources Wales (NRW) states that consideration will need to be given to ornigate and poly for a long period of time and had mature trees growing within them, to those very comprising of small areas of collapsed earth.
woodland. As such the ecological appraisal also considered the following species: Dormouse The site contains hedgerows and woodland of which were assessed to hold h previous surveys identified the presence of dormice within the SINC located in therefore assessed that further surveys would be required to update the status of to inform detailed proposals for the site. Riparian mammals The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, w water vole found south of the site. However, the previous surveys identified no ex within the development area. Considering the presence of previous records in th directly adjacent to the site, it is recommended surveys are undertaken for these pro detailed proposals for the site.

le with very few plant species uffer the existing hedgerows. gerows with trees and hazel rable fields. Two hedgerows w growth.

nitigation works were noted; atic vegetation in the pond, neral/short perennial.

to the mosaic of grassland, blan, with the exception of an m the previous development surveys will be undertaken to

ear for botany surveys, it was h are likely to result in higher

mp from World War 2 located e south-west of the site.

had apparently been present y recently emerging and just

to protected species (Hazel rthermore, NRW states that ient mature hedgerows and

high value for dormice. The the north of the site. It was the site for this species and

vith records of both otter and vidence of riparian mammals he area and suitable habitat ptected species and to inform

	<u>Great crested newt</u> The previous surveys assessed the ponds to be unsuitable for great crested newt (absent from the site. Since then, it is understood that the previously surveyed ponds new wildlife ponds created in the south-west of the main site area. The two water b walkover had relatively low water levels and limited aquatic vegetation. The curre retention and protection of the ponds. Nevertheless, they could provide suitable breed and it is recommended that a Habitat Suitability Index of each of the ponds within 500 to inform detailed planning application.
	<u>Birds</u> There was a mix of permanent pasture and arable land providing suitable habitat for hedgerows and their margins within the fields was assessed to provide potential birds. The woodland, hedgerows, scrub and scattered trees were assessed to have birds. Evidence of barn owl was found in a stable in the south-east of the site. Fur birds have been recommended within section 5 to inform detailed proposals for the s
	<u>Bats</u> The previous surveys identified roosting lesser horseshoe and brown long-eared woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat the south-west of the main site. Additionally, the built structures within the Crai extremely poor structural condition and a wide range of bat roosting features we walkover. They were assessed to hold high potential for roosting bats. Therefore updated assessment of the structures should be undertaken to assess their status for emergence/re-entry surveys are recommended. The habitats within both sites hedgerows, offering potential commuting, foraging and roosting habitats for bat commuting and foraging habitats for bats. A number of mature trees were also noted roosting features for bats.
	<u>Badgers</u> The habitats on site were comprised of woodland, grassland and arable land which badgers. However, it should be noted that the previous survey identified badgers to
	<u>Reptiles</u> Much of the site was comprised of arable land and agriculturally intensified gras potential for reptiles. The key features were assessed to be the sections of grasslan woodland edges. The site was comprised of common and widespread habitats provi 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 significantly since 2011's survey and therefore still qualifies as a SINC. The small so field to the south-east is worth removing from the citation as it is isolated and does site's value. The woodland varies in quality but appears to offer habitat for dormic numerous woodland indicator species. The grassland is not particularly species-rich whole. The site suffers from antisocial behaviour including fly-tipping, frequent dru permanent habitation that is detrimental to the biodiversity of the site.
	The review recommended that dormouse tubes are replaced and monitored and the reduced where feasible. Although the grassland areas are not very diverse they add and some scrub control to stop their loss is recommended though not a priority.

t (GCN) and that GCN were nds have been removed and r bodies identified during the urrent proposals indicate the eeding habitat for amphibians 500m of the development site

for farmland birds. Also, the al habitat for ground nesting ve high potential for breeding Further surveys for breeding e site.

ed bats within Hut 9 in the pat roost has been created in raig-Y-Parcau area were in were visible for the external ore, it was assessed that an or roosting bats. Additionally, es contained woodland and bats may provide potential ed which could have potential

ich have potential to support to be absent from the site.

assland providing negligible and and scrub located at the oviding low potential habitats

s not appear to have changed Il section of woodland in the bes not appear to add to the nice and bats and there are rich but adds to the site as a drug use and signs of semi-

I that antisocial activities are add to the diversity of the site

-				
				Overall PPW identifies SINC's as local non-statutory protected sites of which carry designations, however it is acknowledged that they can make a vital contribution network for biodiversity and resilient ecosystems, and they should be given adequat Masterplan relating to allocation PLA2: Land South of Bridgend (Island Farm) measures to address previously identified ecological constraints including the retere SINC and protection of the artificial bat roost and hedgerows. Furthermore, the mast indicated the retention of SINC land within the site boundary, with the exception of A48. Areas of ecological value are proposed for retention including existing sink he range of invertebrates, and an ecological enhancement area located in the sour enhanced for ecology in relation to the 2008 sports village application. The masterp of continuous green areas to ensure a continued network of green and blue infrastre. Further work and surveys are to be undertaken from an ecological perspective in line of the ecological report. However, there were no 'show-stoppers' found at this stage measures available to ensure that the development of the site is acceptable and a
				minimised. NRW support the commitment for the future development of the site to follow approach so that the mixture of uses will be fully integrated and designed around the
				Overall, the site has an extensive planning history which has demonstrated that the an ecologically sensitive way through careful scheme design and the use of mitigation will ensure that the proposed uses through outlined development requirements a future development of site.
	1233	Agree with the above concepts but please ensure that the increase of walking & cycling routes includes disabled usage, and does not cause other vulnerable road users (eg HORSE-RIDERS) to be further disadvantaged.	Concerns in relation to walking and cycling routes specifically in relation to vulnerable road users.	Comment/Supported noted. The Replacement LDP identifies and differentiates by places by defining a settlement hierarchy. This has been informed by the conclusi Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), historical and functional settlement pattern and seeks to achieve more sustainable The scale and type of growth apportioned to settlements is dependent upon their incompositions within the settlement hierarchy. This is to ensure the Replacement LDF Appendix 43 – Background Paper 3: Spatial Strategy Options) directs the majority of already benefit from good infrastructure including transport networks, services and for capacity can be provided.
				The Replacement LDP seeks to promote connectivity for all by maximising opportunincluding those contained within Existing Route Maps and future proposals detail Network Maps (See Appendix 29). Well-connected developments will assist in prochealth and wellbeing by encouraging people to adopt healthier and active lifestyles the creation of a successful place. The routes and proposals shown on the Active Maps are indicative alignments that may be subject to change as routes a development and delivery of the proposals shown on the INM will be dependent upon It is not felt necessary to indicate all existing cycle routes the proposals map.
				Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if appreasures and infrastructure are not delivered. Therefore, a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp

y less weight than statutory on to delivering an ecological quate protection. As such, the h) has included a number of etention of the majority of the lasterplan for Island Farm has n of the access road from the holes; which offer value for a puth-western field; previously erplan also indicates retention structure.

ne with the recommendations ge, with appropriate mitigation d any related impacts can be

w a Green Infrastructure led the SINC.

the site can be developed in ation measures. Policy PLA2 are fully integrated into the

between the sustainability of sions of the Bridgend County a), which reflects Bridgend's e places in a number of ways. individual roles, functions and DP and spatial strategy (See of growth towards areas that d facilities, or where additional

unities for active travel routes, ailed within the Active Travel promoting the improvement of les, whilst also contributing to ve Travel Integrated Network are further developed. The pon the availability of funding.

to travel and promote the use Il likely result in greater travel propriate mitigating transport ssessment (See Appendix 36) le and inform the process of npact of these proposals. The

65	I would be very grateful if my comments could be included as part of the consultation for the Local Development Plan for 2018 -2033. In writing this consultation response, I have reserved my comments to concentrate on the impact the refreshed plan will have on the Ynysawdre ward and surrounding communities. In essence, the impact the plan will have on the Valleys Gateway area. The part 1 of my response concentrates on the strategic impact the plan will have on the Valleys Gateway area. Part 2 of my response concentrates on specific items within the plan. Part 1. The acknowledgement that housing development is at full capacity in the Valleys Gateway area I welcome the acknowledgement that the planning authority recognise that housing development is at full capacity within the Valleys Gateway area However this	Concerns in relation to affordable and social housing, shortfall in medical services.	
	 Valleys Gateway area. However, this statement concerns me on several factors: The demand for affordable or social housing in the local area far outweighs supply. I would hope that for even small units of development, affordable housing will be given a far greater priority. 		as identified within the LHMA and was supplemented with site specific viability te delivery of the Plan. This process informed the contribution that sites (within differe to the delivery of infrastructure, affordable housing and other policy requirements reflected in Development Management Policy COM3. During the plan period, development proposals within the LDP are expected to delived dwellings across the County Borough in order to contribute to the level of housing need to the remaining need for affordable housing (identified in the LHMA) will need to be do other mechanisms. These mechanisms include capital grant funding (Social Housin funded Registered Social Landlord developments, private sector leasing schemes, re and re-configuration of existing stock. However, these mechanisms are outside the especially considering that past availability of capital funding (notably Social Housi a robust indication of the future availability of funding over the life of the LDP. In terms of GP surgeries, the Council has been engaging with Cwm Taf Morganny
	tackle the severe shortfall in medical services particularly primary care for doctor's surgeries and dental services. These services must be addressed as an urgent priority.		from the outset of the Replacement LDP process. Early meetings were held to e distribution of growth proposed was clarified to help facilitate alignment of service p As part of Stage 3 of the Candidate Site Assessment, the health board amongst othe invited to provide comments in respect of those sites identified as suitable for future allocation in the Deposit LDP.

evel of development detailed itable mitigation.

ure that development must be idency on the private car and nunity facilities. Development vel scheme, public transport the Bridgend Local Transport

ed an updated Local Housing assessment has informed the affordable housing provision,

his varies by Housing Market ghest housing need area. This Spatial Strategy Options (See Primary Key Settlement within he LHMA identified high need including Pencoed, Porthcawl oderate need in Maesteg. The delivery in high housing need

be recognised that its policies an-Wide Viability Assessment ich the LDP can contribute to plan period. The Assessment seven Housing Market Areas testing for those sites key to erent market areas) can make nts. These requirements are

iver a total of 1,977 affordable need identified by the LHMA. e delivered through a range of sing Grant or otherwise), self-, re-utilisation of empty homes e the scope of the LDP itself, using Grant) does not provide

nwg University Health Board ensure the level and spatial provision.

ther consultation bodies were re development and possible

The impact development will have on the	Concerns in	Whilst the Council cannot ultimately control provision of primary healthcare services,
Valleys gate way from Pyle and the Llynfi valley When considering the indirect impact that the LDP would have on the	relation to increased traffic	will continue and be maintained with Cwm Taf Morgannwg University Health Board provision planning as site allocations within the Deposit Plan progress.
 YCC area it was noted that any proposed significant residential developments in Pyle, Maesteg and LLangynwyd would have a significant effect on an area which BCBC has already acknowledged within the LDP already has major capacity issues when looking at the access to the M4 corridor at J36. South of Pont Rhyd-y-Cyff – A southern extension of the village, which BCBC estimates could accommodate up to 500 new homes and acknowledges there would need to be improvements to road safety for pedestrians and cyclists. 	issue to the M4 corridor at 36.	The Replacement LDP identifies and differentiates between the sustainability of place hierarchy. This has been informed by the conclusions of the Bridgend County Borou (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical pattern and seeks to achieve more sustainable places in a number of ways. The apportioned to settlements is dependent upon their individual roles, functions and po- hierarchy. This is to ensure the Replacement LDP and spatial strategy (See Append 3: Spatial Strategy Options) directs the majority of growth towards areas that infrastructure including transport networks, services and facilities, or where a provided. The Strategy recognises the need to deliver wider regenerative benefits to Valleys co- acknowledges their infrastructure capacity, topography and geographical constrain- the Llynfi Valley is allocated as a Regeneration Growth Area, reflecting the fact that capacity to accommodate regeneration-led growth within the Valleys communities
 Maesteg Washery – Land to the northwest of Maesteg Comprehensive, which could be used for 135 new homes as a "natural expansion of the town". Former Revlon/Cosi factory, Ewenny Road, Maesteg – Outline planning consent has already been granted for a mixed-use development of business units, retail, leisure and up to 150 new homes. A full 		(See Policy COM1(R1-R3)) within this area that already have the benefit of plan subject of development briefs or master planning exercises to facilitate their de substantial number of these sites are also brownfield or are under-utilised, whilst als hubs, thereby demonstrating high credentials in terms of sustainable development a it is acknowledged that some will require longer lead-in times, preparatory remedia and more detailed strategies to facilitate delivery. These sites will therefore be cons will not be counted as part of the immediate housing land supply, although the Co their redevelopment through their allocation as long-term Regeneration Sites.
flood impact assessment is needed.		The local settlement of Pont rhyd y cyff is sustainably located on the edge of the Re Maesteg and Upper Llynfi Valley. Whilst there are a number of large regeneration surrounding parts of the Llynfi Valley that could accommodate mixed used develop several constraints that need to be overcome. Extension to the settlement boundar enable viable sustainable development with close proximity and accessible active tra of Maesteg, providing access to a wide range of facilities, services and key transpor railway station. Development in this location would also foster closer integration betw Llangynwyd and the settlement of Pont rhyd y cyff.
The LDP acknowledges all of the proposed Llynfi valley developments will require a full transport assessment as part of proposals to improve the Tondu junction and Junction 36 of the M4. It mentions in the LDP of - 'Unspecified improvements to the A4063 between Tondu and Maesteg'. This suggests that BCBC recognises this	Concerns in relation to traffic and capacity issue on Tondu junction and Junction 36 of the M4.	The Council recognises that any development growth will likely result in greater increased traffic levels and congestion is likely to occur if appropriate mitigatin infrastructure are not delivered. Therefore a Strategic Transport Assessment (Se undertaken to consider the impact of plan proposals and help guide and inform the allocations by means of modelling and quantifying the transport impact of these pro- accompanying this assessment demonstrate that the proposed level of development can be accommodated within the BCBC Highway Network with suitable mitigation.
road is at capacity but has no idea how to resolve it. The extra volume of HGV traffic from WEPA when their expansion is complete, along with further developments along the route, will punish the		Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will l demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore, a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impact

es, close working relationships and. This will be key to service

laces by defining a settlement rough Settlement Assessment cal and functional settlement The scale and type of growth positions within the settlement endix 43 – Background Paper at already benefit from good additional capacity can be

communities at a scale which aints. Therefore, Maesteg and nat it demonstrates the largest es. There are individual sites anning permission or are the delivery and regeneration. A also being aligned to transport at and placemaking. However, diation-based enabling works onsidered as 'bonus sites' and Council remains committed to

Regeneration Growth Area of tion sites in the Maesteg and lopment, these sites possess dary of Pont rhyd y cyff would travel links to the town centre sport infrastructure e.g. Garth etween Ysgol Gyfun Gymraeg

ater travel demand, and that ting transport measures and See Appendix 36) has been the process of delivering land roposals. The technical notes ment detailed within the LDP n.

to travel and promote the use Il likely result in greater travel propriate mitigating transport ssessment (See Appendix 36) le and inform the process of npact of these proposals. The

homeowners in both Tondu and Coytrahen with excessive noise and air pollution.		technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
		With specific reference to Maesteg, Policy PLA8 (10) acknowledges that there are s the A4063 between Sarn and Maesteg which generate capacity and safe improvements to address these concerns will continue to be pursued and secured t and Planning Agreements where they relate to the impact of new development. Fu 5: Sustainable Transport and Accessibility will ensure that development must be loca that minimises the need to travel, reduces dependency on the private car and ena employment, education, local services and community facilities. Development will contribute towards the provision of, active travel scheme, public transport measure other transport measures, in accordance with the Bridgend Local Transport Plan a Network Plan (See Appendix 29).
We also feel a lack of consideration has been given to the provision of medical facilities, adequate school places, green spaces and access to public transport! This leads us to question how this LDP fits with BCBC's promotion of improving the environment and people's health and well- being?	Concerns in relation to medical facilities, schools, green spaces, access to public transport and peoples health and well being.	Policy PLA8 (3) identifies a need to improve the capacity of the Maesteg to Bridgen more trips to be made by public transport. Background Paper 13 – Rail Commuter Transpordix 53) highlights that Transport for Wales have already introduced refurb greatly increasing passenger capacity. TfW have further plans to introduce brand new with particular emphasis on allowing more room for bikes and pushchairs. In addition well progressed to explore the potential of increasing service frequency on the line.
Well	won borrig.	In terms of the provision of GP surgeries and medical facilities, the Council had Morgannwg University Health Board from the outset of the Replacement LDP pro- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites ider development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
		In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62 requirements for the mixed-use Strategic Development Sites in Regeneration Grow Growth Areas. Such requirements include masterplan development principles and all of which seek to contribute and address the identified key issues and driv Replacement LDP preparation process. This will be facilitated through the provision site education provision, public open space and active travel provision. Development of this scale (sustainable urban extensions) is necessary to create su will incorporate a mix of complementary uses and deliver improvements to existing in new supporting infrastructure. The latter factor is particularly notable given the sch the County Borough and the need for new strategic sites to be significant enough in of a new primary school as a minimum.
		In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environment additional to community and cultural infrastructure.

evel of development detailed table mitigation.

e significant constraints along afety concerns. Appropriate d through the use of Highway Furthermore, strategic Policy ocated and designed in a way nables sustainable access to vill be required to deliver, or ures, road infrastructure, and and the Bridgend Integrated

end railway line to encourage Trips and Infrastructure (See Irbished trains on this route, new trains in December 2022, ion, feasibility work is already e.

has engaged with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future ot ultimately control provision be maintained with Cwm Taf g as site allocations within the

62) details the site-specific rowth Areas and Sustainable d development requirements rivers identified through the on of affordable housing, on-

sustainable communities that infrastructure and/or provide chool capacity issues across in scale to support provision

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

		The Replacement LDP has been prepared in line with the Well-Being of Future General a duty on public bodies to carry out sustainable development. The LDP Vision has been account the 7 Well-being Goals and Bridgend's Local Well-being Plan with the species sues affecting the County Borough. Background Paper 10 (See Appendix & Replacement LDP assists in the delivery of the 7 Well-being Goals. The Replacement LDP has also been prepared in line with Bridgend Public Servo bjectives. The Bridgend Well-being Plan outlines the things that Bridgend Public together on over the next five years; our wellbeing objectives and steps, and how v 10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the Replacement well-being plan.
		As part of the technical supporting evidence base accompanying the Deposit Plan, t an updated detailed audit of existing outdoor sports and children's playspace across Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings justifying the provision of new facilities and/or remedying local deficiencies in provis means of safeguarding and enhancing existing facilities as appropriate.
Councillor Tim Thomas BCBC County Borough Councillor for Ynysawdre Response to LDP I have reservations about the Land southeast of Pyle (everything between the railway and the M4) potentially accommodating 2,000 new homes (15% affordable), two primary schools, a new local retail centre, a foot/cycle bridge over the railway linking to Pyle and 8 hectares of open space, which is bound to impact on the surrounding areas. Accordingly, I would welcome consultation on these issues.	Reservation to the proposed development on land southeast of Pyle.	Additionally, the Council has undertaken a Green Infrastructure Assessment (See shape the planning and delivery of green infrastructure throughout the County E summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a to include green infrastructure assets (such as allotments, cemeteries, woodland Integrated Network Maps. As such the assessment will provide a mechanism to e forms an integral and significant part of development and wider infrastructure pro infrastructure and outdoor recreation facilities will be required to be delivered in accord and a new Outdoor Recreation Facilities and New Housing Development Supplement The Replacement LDP apportions sustainable growth towards settlements that alre services, facilities and employment opportunities and are most conducive to a development. As such, a Settlement Assessment has been undertaken (See Ag sustainable growth will be appropriately directed towards the Main Settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
Part 2. Proposed gypsy and traveller site in Bryncethin After consulting with many local people and acknowledging the Welsh Government's legal framework to house gypsy and travellers, I oppose this proposal for this site. I am opposing this proposal on the grounds that this site has been retained for much needed leisure and community use. I have supported Bryncethin RFC's application for the site to be used for playing fields and leisure purposes. Furthermore, I have reservations for the site's proposed use as I believe the access to the site is insufficient and the adverse impact the proposal could have on the local character	Objection/ suggestion for the proposed gypsy and travellers' site in Bryncethin.	The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general I uses, existing use(s), accessibility, physical character, environmental constrain promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. Comment noted. It is a Welsh Government requirement for all Local Authorities Traveller Accommodation Assessment the Housing (Wales) Act 2014 places a legal any identified Gypsy and Traveller accommodation needs. These needs have to be Replacement LDP process and the plan to propose sites to meet any identified ne legislation.

nerations Act of which places s been developed to take into ecific characteristics and key (50) demonstrates that the

ervice Board Well-being Plan ublic Service Board will work v we want Bridgend to look in eplacement LDP assists in the

h, the Council has undertaken oss the County Borough (See gs can be used as means of vision. It can also be used as

e Appendix 23) to guide and / Borough. The assessment and Children's Playing Space o adopting a holistic approach nds, broad habitats) and the o ensure green infrastructure proposals. Additionally, green ccordance with Policy COM10 mentary Planning Guidance.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix ssment, sites were examined al location, neighbouring land aints and opportunities. Site idies to demonstrate the site's nt, only those sites deemed

es to undertake a Gypsy and al duty on the Council to meet be considered as part of the need to comply with statutory

 of the area, amenities, and housing. I have discussed the proposal at length with planning officers, and I am further concerned that waste and recycling conditions have still not been finalised. In acknowledging the legal requirement to house gypsy and travel communities, I have provided two alternative locations. The first is the former BCBC dog shelter which can be located by taking a right from the Mason's pub towards Heol yr Cyw and situated on the left. If this is still BCBC land this appears to be a good possibility. The second is just before Bettws and is an additional former dog shelter for BCBC just about Bettws Road and next to Bryngarw. I would be very grateful for comments on their suitability. Commercial use of former Glan yr Nant care home, Heol yr Ysgol, Tondu I am supportive of the proposal. However, given the site is near a secondary school. I would hope that any commercial use would not be contrary to ensuring local school children's health and well-being is not compromised. I would be considered at the site. 	Support and comment on Commercial use of former Glan yr Nant care home, Heol yr Ysgol, Tondu	Furthermore, please see Appendix 58 – Background Paper 18: Gypsy and Travelle the site search sequence undertaken to identify suitable sites to meet the accomm the Gypsy and Traveller Accommodation Assessment (See Appendix 28). This was with Circular 005/2018 and other relevant national and local policy.
Commercial use and extension of Sarn service area I am supportive of the proposal pending what sort of extended commercial use will be considered. Given	and extension of	10 years' time. Background Paper 9 (See Appendix 49) demonstrates that the R the delivery of the local well-being plan.In terms of type of commercial use for a site, it is out of the scope of the LDP to p commercial use for a site, although the LDP has allocated land for different bu supports SP11 by allocating new employment land for development. Policy safeguarding the employment function of existing business and employment sites.
that sadly there has been several tragic and fatal accidents on the Sarn by pass near the service station, if increased commercial use was expanded at the site, it would be safe to say that increased pedestrian footfall could emerge. Therefore, I would be grateful if increased road safety measures could be added in lieu of the development. Thank you for the		different sites to come forward. Whilst developments should be encouraged in locations which reduce the need to a of sustainable transport, the Council recognises that any development growth will li demand, and that increased traffic levels and congestion is likely to occur if appro measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev
opportunity to express my opinions in this		within the LDP can be accommodated within the BCBC Highway Network with su

eller Site Options for details of nmodation needs identified in vas carried out in accordance

ance with Welsh Government epare, monitor and revise a effective and deliverable and Wales (PPW).

enerations Act of which places s been developed to take into becific characteristics and key x 50) demonstrates that the

ervice Board Well-being Plan ublic Service Board will work wwe want Bridgend to look in Replacement LDP assists in

o provide detail of the type of business uses. Policy ENT1 by ENT2 supports SP11 by es. This will enable a range of

to travel and promote the use ill likely result in greater travel propriate mitigating transport ssessment (See Appendix 36) le and inform the process of npact of these proposals. The level of development detailed uitable mitigation.

Plan and the Bridgend Integrated Network Plan (See Appendix 29). Comments noted. g The Deposit Plan has been prepared in accordance with Welsh Government De (Edition 3). It contains guidance on how to prepare, monitor and revise a development of the developmen
(Edition 3). It contains guidance on how to prepare, monitor and revise a developr
 robust evidence to ensure that plans are effective and deliverable and contribute to national policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence be need, demand and supply factors (See Appendix 42 – Background Paper 2: Pr Growth Options). A range of growth scenarios across the whole Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sust support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy O (See Appendix 43 – Background Paper 3). The strategy prioritises the developme periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existing settlements and Most Versatile (BMV) agricultural land. However success in delivering development on brownfield regeneration on provinties remain deliverable sites (including some greenfield sites) are therefore required to implement busing in high need areas and ensure the County Borough's future housing require the cousing in high need areas and ensure the County Borough's future housing require the grouped Main Settlement Assessment has been undertaken (See Apseuded). The regeneration bis settlement Assessment has been undertaken (See Apseuded). The replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Apseuded). There are limited further brownfield regeneration of a comprehe sustainable growth will be appropriately directed towards the Main Settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. The Replacemen
ý

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

Development Plans Manual opment plan, underpinned by to placemaking, as defined in

ate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the eld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable uirements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land ints and opportunities. Site dies to demonstrate the site's nt, only those sites deemed

of medieval ecclesiastical organisation. appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of) The monument forms an important was considered appropriate for allocation. element within the wider medieval context and the structure itself may be expected to 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 contain archaeological information in PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated regard to chronology, building techniques and functional detail. The scheduled area alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus comprises the remains described and appropriate community facilities all set within distinct character areas. areas around them within which related evidence may be expected to survive. Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard Some historian think that the remains of Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site. the 11 Century church were actually built Development must also incorporate the Laleston Trail within the central part of the site, providing access to the on the foundations of an even older Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing church. Inscribed stones have been found hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires onin the fields where the development is site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle planned and are in storage in Cardiff linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Museum. At least one upright stone can Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New still be found in the hedgerow surrounding connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INMthe 'Circus Field', other may survive. You BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120. can clearly see a medieval pilgrim marker base stone on Laleston crossroads, next The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability to the 'Circus Field' where LCC has and significant environmental effects of all substantive component within the Plan (strategy, policies, site installed an interpretation board. Also, as 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 this area is a known medieval pilgrim Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating route, the hedgerows themselves are equally as old and deserve to be SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended protected. I firmly believe that the changes within the document. As a result, the SA Report concludes that there is good coverage of all key significance of the settlement at sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also Llangewydd adds greatly to our identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely understanding of the development of our significant adverse effects (taking account of mitigation in all its forms). farming landscape. In particular it adds to our knowledge about the Cistercian In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for religious order. Further information about development to avoid direct adverse effects on nationally important heritage assets and for the need for any the history of Laleston can be found at: development resulting in adverse effects on the historic environment to be robustly justified. There is also a https://lalestoncommunitycouncil.gov.uk general presumption in favour of the preservation or enhancement of listed buildings and their settings, along and the details of the Laleston Stone Trail with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless available there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the are here: 14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was https://adobeindd.com/view/publications/9 1d158b9-1da1-4c83-a562and is an important consideration in determining the overall sustainability and thus suitability of candidate site cdd77cc61f23/7dt7/publication-weballocations. Any sustainability impacts would also depend on the scale of development proposed. resources/image/lalestonStonesLeafletoutside. png After WW2 aerial All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an photographs also point to there being adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the evidence of a Roman settlement bordered Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of by the communities of Llangewyd, impacts on the historic environment along with recommendations for mitigation. Any identified impacts were Laleston and Penyfai. This needs required to be mitigated by site promoters. investigation. archaeological lf development is to be permitted, the For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to community needs to be assured that a full 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 professional archaeological exploration of

the site will be part of the conditions of	allocation to implement specific masterplan development principles) represent for
development before any work is allowed to	address the identified likely significant effects. These requirements also enhance the
commence. Laleston Community Council	of the strategic site allocation more generally. The SA identifies relevant masterpl
would also prefer that any excavation	included in these spatial development policies to help ensure the avoidance of likely
involving the local community. Laleston	which could otherwise occur from this development proposal. Additional masterplan
Community Council has already	also included within Policy PLA3 to ensure site applies Good Design principles and a
experienced a young and inexperienced	approach to siting, design, construction and operation in accordance with Plan
member of staff from a developers try to	principles were informed by SA findings and have been incorporated into the final
attend a council meeting to tell us all about	assessment scoring updated to reflect their inclusion in the Deposit Plan.
their proposals. One of my fears is that a	
local land owner could offer his land to	Further to this, the site promoter commissioned EDP to undertake an Archaeological
such an individual for turning/parking	The assessment establishes that the site does not contain any World Heritage
lorries or dumping spoil from the site right	Monuments, listed buildings, registered historic parks and gardens or historic landso
on top of what remains of our ancient	be a presumption in favour of their physical preservation in-situ and against
monument. The damage would be done	archaeological remains, the site is identified as having moderate to high potent
and no amount of financial compensation	the medieval period, particularly in its northern extremity, which is adjacent to the site
would put this right. In addition I would add	Church. However, the land is a SINC and will not be developed. Policy PLA3 w
my name to the following objections:	positively integrate with the remains of Llangewydd Church and Churchyard Sched
Further housing is not necessary at this	a manner that preserves and enhances the remains as part of the wider site.
location. An evidence-based case has not	a manner that preserves and ermances the remains as part of the wider site.
	While there is a small amount of evidence for late prohistoric and Doman (
been made. The West of Bridgend area	While there is a small amount of evidence for late prehistoric and Roman a
has been the site of some 3000 new	1km study area, the potential for archaeology of these periods within the site is dee
houses in recent years. This is already a	settlement was focused elsewhere in the locality and any archaeology of this per
disproportionate amount. It would be bad	likely to relate to agriculture. Overall, the baseline data indicate that the probability
planning to add a further 850 houses to	being present is low. Any further archaeological investigation can reasonably
this area. To make this delicate site	appropriately worded planning condition appended to a planning permission.
profitable, even so-called "affordable"	
housing would be beyond the means of	Potential impacts upon the setting of historic assets in the locality have focused of
most young persons. Infrastructure is not	significant effects arising from changes to setting have been identified for sche
in place to support further development.	buildings and registered parks and gardens. In respect of the Laleston Conservation
The local comprehensive school, for	be any significant changes to its visual setting. It is acknowledged that development
example, has not yet caught up with the	Site will remove a part of the agricultural landscape around Laleston which form
housebuilding of the previous decade. The	to the east. However, agricultural land will remain on all sides around Laleston, whic
viability of further expansion of Bryntirion	as a discrete settlement, while landscaping measures associated with the deve
Comprehensive School is very doubtful	impression of coalescence. This is assessed as an impact of a minor order, with
due to road access constraints. Section	conservation area being retained. Policy PLA3 will require development to to maintai
106 contributions from a developer would	between the site and Laleston to retain the separate identities and character o
therefore be futile for this purpose.	preventing coalescence.
Sending children from the proposed site to	
other comprehensive schools would	The site promoter also commissioned EDP to undertake a Landscape and Visual Ap
violate the local place making principles	of the appraisal was firstly to inform the design evolution of the scheme which enable
stated in the draft LDP. Other aspects of	to potential landscape and visual opportunities and constraints.
infrastructure including sewerage,	
drainage, NHS services, etc. have not	The LVA outlines that there are adverse and beneficial landscape effects resulting
been anywhere nearly adequately	site. However, the embedded mitigation and the approach to design is considered to
addressed. Further along the A473, air	over time as the proposed landscape establishes and overall the predicted e
quality testing in Park Street reveals it to	unacceptable from a landscape and visual perspective in the context of the delivery
be one of the most polluted locations in the	The appraisal included a review of national and local policy, landscape characte
county. Generating more traffic to use the	appraisal included assessment of the National Landscape Character Assessment
A473 violates the sustainable	Landscape Character Assessment for Bridgend County Borough (LCABC) (2013

forms of mitigation to help ne sustainability performance rplan development principles ely significant adverse effects in development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site

al and Heritage Assessment. ge Sites, Scheduled Ancient Iscapes, where there would t development. In terms of ntial to contain remains from site of the former Llangewydd will require development to eduled Ancient Monument in

activity in the surrounding leemed low. Post-medieval period within the site is most ity of significant archaeology be secured through an

I on the 1km study area. No cheduled monuments, listed ation Area, there will also not ent in the southern part of the rms a buffer from Bryntirion nich will retain its character velopment will mitigate any ith the special interest of the tain a strategic green corridor of these settlements whilst

Appraisal (LVA). The purpose abled an integrated approach

sulting from development of this ered to minimise adverse effects ted effects are not considered livery of a strategic housing site. aracter and visual amenity. The sment (NLCA), LANDMAP, and (2013) in addition to an on-site development principles contained in the draft LDP. Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. The site would coalesce the community boundaries of Bryntirion and Laleston, contrary to good planning principles. The site has an inherently rural aspect, It forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage. Llangewydd Road and its surrounding lane network have been identified by historians as a pre-historic ridgeway, a medieval pilgrims' way, Ffordd y Gyfraith ("The Way of the Law"), and a drovers' road. There is a strong possibility of Roman and Celtic archaeology on site. The proposed site is criss-crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Urbanising them would create a miserable aspect, which the developer's proposals for "corridors" would not mitigate. Developers would leave the site transferring corridor maintenance costs onto the community. No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public amenity. The loss of the rich and diverse flora and fauna of the woodland, fields and hedgerows is not justified by any commercial benefit from this development.

assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existing landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considered design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets on site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries. As such the proposals put forward at this stage are considered to be a thoughtful and easily assimilated future development of this site.

Mitigation measures include:

- The Laleston Meadows SINC would be brought into regular long-term management. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the SINC, and dwellings would front onto it. The SINC could be used as a mitigation receptor site (in ecological terms) and the grazed fields currently within the SINC could be improved by the proposals as well as maintained in the long term. The SINC offers a great opportunity for informal and natural play on site provided increased public access would not clash with its ecological function;
- The site contains very few of the key characteristics listed in the published documents on Laleston SLA. The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the retained hedgerows and trees would be protected by landscape buffers and some of the character of the SLA within which the site lies would be retained;
- Provision of structural landscaping, a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Ares of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area;
- Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals as it forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site;
- Adequate replacement planting of local species in appropriate locations to compensate for any loss of trees and hedgerows, and enhancement planting; and
- The location of public open space, public footpaths and the street-alignment has been designed to protect and reflect local character.

Through consideration of the findings above, it is anticipated that any notable landscape and visual effects resulting from the addition of the proposed scheme would be localised in extent and contained within a c.400m radius of the site, despite the site's relatively open character.

Overall is it considered that the masterplan framework proposed for the site has been sensitively designed through a landscape and ecology-led approach, with appropriate incorporation of mitigation measures in order to address concerns of the site in relation to landscape and visual matters. As such, the promotion of this site for residential development should be considered an acceptable extension to the existing settlement of Bryntirion which would not cause significant or wide-ranging adverse effects upon its surrounding landscape context.

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.

	This urbanisation would create an	
	undesirable precedent for further	In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 s
	urbanisation to south, north and west. It	by EDP. The desk study has noted that within the Study Site's zone of influence there
	would move the built-up area's boundary,	and non-statutory designated sites present, most notably Laleston Meadows
	making further greenfield development	the site itself.
	difficult to resist. This would cause further	
		Civen the combination of designated sites, it is concluded that any future pla
	coalescence, with Broadlands to the	Given the combination of designated sites, it is concluded that any future pla
	south, Penyfai to the north, and towards	to consider the potential for direct and indirect impacts to arise upon qualifying feat
	Pyle in the west. The proposal to close	Meadows SINC. However, it is inherent within the emerging masterplan that the
	Llangewydd Road to vehicular traffic is	and its associated designated features will be retained. Furthermore, such retain
	undesirable and disingenuous.	protected from potential harm, damage and disturbance through the sensitive design
	Undesirable because this lane is already a	from SINC boundaries and inclusion of suitable buffers.
	popular walking and cycling route, and	The deals study confirms that the inclusion of Lelester Meadows CINC within the
	vehicular traffic coexists without difficulty	The desk study confirms that the inclusion of Laleston Meadows SINC within the
	on this stretch. Alternative vehicle	provide substantial potential for a balanced provision of areas of informal public
	movements, along the lane north from the	zones. When linked with proposed POS and play areas across the developab
	A473 at Crossways, towards the Old	significant benefit to both visual and recreational amenity, conservation and bi
	Church Field, as apparently	respect of the latter, the SINC provides a potential space to accommodate ecologica
	recommended by the developer, would	enhancements and thus offset ecological impacts that may arise during the develop
	cause unacceptable conflict with walkers	An Estandad Dhasa A sum success un dantalism in Estimater 2000, sum dantalism
	and cyclists. Alternative vehicle	An Extended Phase 1 survey was undertaken in February 2020, supplemented by f
	movements would not be equally	March 2020. The Phase 1 survey concluded that the site is dominated by agricultur
	convenient to any users of the lane	limited botanical interest and thus of low inherent ecological value. Habitats of gre
	network, and the unintended	include the native hedgerows delineating the northern boundary and internal field
	consequences could be severe. They	to woodland habitat and marshy grassland associated with Laleston Meadows SINC
	have not been investigated.	identified several trees with low to high potential to support a bat roost whilst onsite p
	Disingenuous, because no evidence has	for their potential to support great crested newt.
	been put forward to argue for the closure	The results of the deals study and Extended Dhees 4 survey have influenced the res
	of Llangewydd Road. It is therefore	The results of the desk study and Extended Phase 1 survey have influenced the ma
	reasonable to suggest that a credible	to locate development across those habitats of predominantly limited ecolo
	motive for this closure is to eliminate	boundary habitats as far as possible. Where retained, such features have been acco
	Llangewydd Road as a "natural" boundary	informal green space and sustainable transport links, which ultimately enhances
	for the development. Removing vehicular	Site and contributes to the wider green infrastructure resource.
	traffic removes this boundary and leaves	Where evolution is not possible, however, and will requit in the lass of inter-
	the way wide open to future applications	Where avoidance is not possible, however, and will result in the loss of inter-
	for further housing development towards	predominantly species-poor or defunct), the site is considered to be of sufficient size
	Penyfai, which planners would find difficult	development proposals to flexibly avoid and/or mitigate for any significant e
	to resist. This would repeat the experience	compensate where necessary. This will be in addition to the sensitive position
	of Broadlands, where an initial	away from retained boundary features to minimise damage.
	development of only slightly larger size	The report clea highlights further detailed hebitat and encodes surveys wh
	than this proposal grew from a new	The report also highlights further detailed habitat and species surveys while the second and species surveys and species and s
	settlement measured in hundreds of	inform a planning application and ensure proposed mitigation is appropria
	dwellings to one now numbered in	include a Dormouse survey, which was raised in comments received from NR
	thousands. The inclusion of the Old	the development to retain and provide suitable buffers to habitats, particularly h
	Church Field (north of Llangewydd Road)	Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which
	in the proposal, while on the face of it a	bordering the northern and north-western boundaries of the site. PLA3 will als
	philanthropic measure, could in reality be	submit and agree ecological management plans including proposals for mi
	a further indication of an ambition to	maintenance for retained habitats and protected species (including for bats and
	expand this development further	appropriate compensatory and replacement habitat.
	northwards. In a nutshell, this proposal	

survey has been undertaken ere are a number of statutorily ws SINC which overlaps with

planning submission will need atures, including the Laleston he Laleston Meadows SINC tained features will be further ign of built development away

he Study's Site boundary will ic open space and wildlife able site this will provide a biodiversity enhancement. In ical mitigation and biodiversity lopment of adjacent land.

y further roosting bat works in surally improved grassland of reatest ecological importance field boundaries in addition NC. The roosting bats surveys ponds have been considered

masterplan which has sought ological value whilst retaining commodated within proposed is connectivity throughout the

ternal field boundaries (albeit ze and extent to enable future t ecological constraints and ioning of built development

which are recommended to riate and proportional. These NRW. Policy PLA3 will require hedgerows, trees (including h includes the green space also require the developer to mitigation, enhancement and nd dormouse) and provide

	puts the wrong type of development with the wrong type of houses in the wrong location. A case is not made and the proposal should be set aside and not progressed in the LDP.	Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
		In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
		With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be m Authority as to how the sum will be utilised.
		In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insur- delivery of the site.
	With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info- site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds v flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green corr	
		A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floc century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
		In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites idea development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix ut which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be urmountable obstacles to the

rategic of which confirms that the 15 to indicate that there is flected in comments received aforms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland is area of surface water flood surface water flow route that gh surface water flood risk is re possible and incorporated rridors.

ed by the new Flood Map for ood risk extents over the next ce. A review of the new Flood herefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future ot ultimately control provision be maintained with Cwm Taf

Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts are in addition, the impacts of traffic emissions from local roads on the air quality for proposed development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen difful development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transpon number of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with natio densities should be encouraged in urban centres and near major public transport not the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active

as site allocations within the

ity Assessment to assess the is arising from the additional ns have been modelled for a are expected to be greatest. *y* for future residents on the

main below the objectives at II impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support ational planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town ainable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy

PLA3 in conjunction with Policy PLA12 should be considered essential in the deliver any proposal, ensuring that development is contributing to the promotion of a sustation of a sustation of a sustation of a sustation of the promotion of a sustation of the promotion of the promo
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fa colleges and improvements to, and expansion of, the existing strategic cycle netw Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will I demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu- will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.
The site promoter's Transport Assessment confirms that the traffic effect of 850 dw the order of 269 and 243two-way movements in the AM and PM peak hours re considered worst case as attitudinal change towards travel progresses. This quan over 4vehicles per minute two-way, diluted across the local highway network. The a the development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transport the options necessary to promote sustainable travel modes before the private w environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving tra

livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use l likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development el scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 127 and 2120.

point of vehicular access is ne junction will accommodate sting active route BRC9b on

dwellings is forecast to be in respectively, although this is intum of trips equates to just assessment concludes that lgend in a self-sustaining site ort case for mobility provides vehicle. The design of the he Mobility Strategy means ravel choice, for commuting,

				leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Government
				Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the prop proposed range of land uses will likely produce a wide range of significant beneficia
	1243	In relation to PLA3 Land West of Bridgend,	Concerns relating	The Deposit Plan has been prepared in accordance with Welsh Government D
		Locally known as the "Circus Field" (and	to loss of green	(Edition 3). It contains guidance on how to prepare, monitor and revise a develop
		surrounding) site I hereby object to the	space,	robust evidence to ensure that plans are effective and deliverable and contribute to
		above proposal, and ask for this site to be	infrastructure,	national policy set out in Planning Policy Wales (PPW).
		deleted from the final LDP, on the following grounds. • The West of Bridgend area has	school's capacity, traffic, air quality,	The Deposit Plan has been underpinned by the identification of the most appropriate
		been the site of some 3000 new houses in recent years. This is already a disproportionate amount. A further 850 house would coalesce the community boundaries of Bryntirion and Laleston,	the historic environment and employment.	and housing provision, all of which have been based upon well informed, evidence be need, demand and supply factors (See Appendix 42 – Background Paper 2: Pi Growth Options). A range of growth scenarios across the whole Replacement LDP and discussed within the Strategic Growth Options Background Paper. This has c Borough's demographic situation is likely to change from 2018-2033 and inform
		contrary to good planning principles and the statements made within the LDP. • Potentially the site could erode the boundary /wedge with Court Coleman and		response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.
		Newcastle Higher Ward as this		The distribution of growth is further evaluated and justified in the Spatial Strategy
		urbanisation could create an undesirable		(See Appendix 43 – Background Paper 3). The strategy prioritises the development
		precedent for further urbanisation to south,		periphery of sustainable urban areas, primarily on previously developed brownfield
		north and west. It would move the built-up		on the delivery of the brownfield regeneration allocations identified in the existin
		area's boundary, making further greenfield		Maesteg and the Llynfi Valley are still denoted as regeneration priorities through the provide development to be a set of the provide d
		development difficult to resist. This would cause further coalescence, with		Regeneration Growth Areas. The ongoing commitment to brownfield development
		cause further coalescence, with Broadlands to the south, Penyfai to the		settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev
		north, and towards Pyle in the west. • Even		success in delivering development on brownfield land in other settlements (notably
		housing stock deemed as 'affordable		Gateway), there are limited further brownfield regeneration opportunities remain
		housing'n this area would likely be beyond		deliverable sites (including some greenfield sites) are therefore required to implem
		the means of most young persons due to		housing in high need areas and ensure the County Borough's future housing requir
		the nature of the area. • Infrastructure is		
		not in place and would be unable to cope.		The Replacement LDP apportions sustainable growth towards settlements that alre
		The local comprehensive school, for		services, facilities and employment opportunities and are most conducive to development the event of the services of the servi
		example, has not yet caught up with the housebuilding of the previous decade. The		development. As such, a Settlement Assessment has been undertaken (See Ap sustainable settlement hierarchy. Based upon the consideration of a compreh
		viability of further expansion of Bryntirion		sustainable growth will be appropriately directed towards the Main Settlements of Bi
		Comprehensive School is very doubtful		with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
		due to road access constraints. Section		
		106 contributions from a developer would		The plan preparation has involved the assessment of 171 sites. Each candidate site
		therefore be futile for this purpose.		the criteria in the Candidate Site Assessment Methodology which was previously con
		Sending children from the proposed site to		13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess
		other comprehensive schools would		based on any specific issues they raised in terms of their deliverability, general I
		violate the local place making principles		uses, existing use(s), accessibility, physical character, environmental constrain
L		stated in the draft LDP. Other aspects of		promoters were asked to prepare and submit a number of technical supporting studi

nd from a third-place such as ment's aspirations.

the Replacement LDP (See ental and wider sustainability accement measures should be ficant adverse effects and to oposed development with its stal effects.

Development Plans Manual opment plan, underpinned by to placemaking, as defined in

ate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ant opportunities within these Vales and seeks to minimise ever, given the existing LDP's oly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable irements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land hints and opportunities. Site dies to demonstrate the site's

	delivershilts, eveteinshilts, and evitability. Dresseding this detailed ecceptorest, only these sites deemed
infrastructure including sewerage,	deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed
drainage, NHS services, etc. have not	appropriate were included for allocation in the Deposit Plan. As such, candidate site 308.C1 Bridgend (West of)
been anywhere nearly adequately	was considered appropriate for allocation.
addressed. • Further along the A473, air	
quality testing in Park Street reveals it to	As part of the proposed allocation of Land West of Bridgend, development will be subject to site-specific
be one of the most polluted locations in the	requirements including masterplan development principles and placemaking principles (See Deposit Policy
county. Generating more traffic to use the	PLA3 – Page 71). The provision of new residential dwellings, including affordable units, will be incorporated
A473 violates the sustainable	alongside a new one and a half form entry Primary School, recreation facilities, public open space, plus
development principles contained in the	appropriate community facilities all set within distinct character areas.
draft LDP. • Further road traffic would also	
put further strain on the A473 junctions	Policy PLA3 will ensure development positively integrate the remains of Llangewydd Church and Churchyard
with Elm Crescent and Heol y Nant, the	Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.
traffic lights at Bryngolau, and the A48	Development must also incorporate the Laleston Trail within the central part of the site, providing access to the
Broadlands roundabout, which is already	Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclosed byway with the existing
strained for capacity. • The site forms a	hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel, Policy PLA3 requires on-
green wedge bordering a ward that is	site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle
officially rural, and a ward that is officially	linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with
urban. The overall effect would be the	Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New
urbanisation of the entire district.	connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-
Urbanisation would violate the council's	BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
objective of maintaining and enhancing the	
natural resources and biodiversity of the	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assess the likely sustainability
county borough. • This green wedge is the	and significant environmental effects of all substantive component within the Plan (strategy, policies, site
location of the Laleston Stones Trail, and	allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting
the Bridgend Circular Walk, and is a field,	including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the
woodland and hedgerow system with an	Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating
historical heritage • The proposed site is	SEA, process has informed the development of the Deposit Plan, including the incorporation of recommended
crossed by public rights of way which have	changes within the document. As a result, the SA Report concludes that there is good coverage of all key
been conscientiously maintained by the	sustainability issues in Deposit Plan, with plan components performing well against the SA Framework. It also
Community Council and which are highly	identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely
valued by local people and visitors.	significant adverse effects (taking account of mitigation in all its forms).
Proposals for "corridors" would not	
mitigate the impact and loss. Developers	In accordance with statutory requirements, Planning Policy Wales sets out multiple requirements for
would leave the site transferring corridor	development to avoid direct adverse effects on nationally important heritage assets and for the need for any
maintenance costs onto the community.	development resulting in adverse effects on the historic environment to be robustly justified. There is also a
No evidence has been produced to show	general presumption in favour of the preservation or enhancement of listed buildings and their settings, along
that the commercial benefits of building at	with a requirement for development not to result in direct adverse effects on Scheduled Monuments, unless
this location would more than outweigh the	there are exceptional circumstances. These issues are grouped under 'Cultural Heritage', which is one of the
loss of positive social value of the site in its	14 Sustainability Objectives considered by the SA. The potential for adverse impacts on Cultural Heritage was
current condition. Overall, there would be	and is an important consideration in determining the overall sustainability and thus suitability of candidate site
a severe loss of visual, social and public	allocations. Any sustainability impacts would also depend on the scale of development proposed.
amenity. • Park Street is known as an area	
that is struggling with pollution,	All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an
exacerbated by the heavy traffic utilising	adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the
that main road, this is of concern, as is the	Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of
volume of traffic that will likely increase	impacts on the historic environment along with recommendations for mitigation. Any identified impacts were
through the Cefn Glas lane through Pen y	required to be mitigated by site promoters.
fai Village in the aim to bypass Park Street	
congestion and to access the M4. • The	For Land West of Bridgend the SA identified the potential for adverse impacts due to the proximity of the site to
loss of the rich and diverse flora and fauna	scheduled monuments and important archaeological sites. However, the requirements under SP2 (for each

of the woodland, fields and hedgerows is strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the proposed strategic site not justified by any commercial benefit allocation to implement specific masterplan development principles) represent forms of mitigation to help from this development. • The proposal to address the identified likely significant effects. These requirements also enhance the sustainability performance close Llangewydd Road to vehicular traffic of the strategic site allocation more generally. The SA identifies relevant masterplan development principles is undesirable and disingenuous :- o included in these spatial development policies to help ensure the avoidance of likely significant adverse effects Undesirable because this lane is already a which could otherwise occur from this development proposal. Additional masterplan development principles are popular walking and cycling route, and also included within Policy PLA3 to ensure site applies Good Design principles and a Sustainable Placemaking vehicular traffic coexists without difficulty approach to siting, design, construction and operation in accordance with Planning Policy Wales. These on this stretch. Alternative vehicle principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site movements, along the lane north from the assessment scoring updated to reflect their inclusion in the Deposit Plan. A473 at Crossways, towards the Old Field, Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment. Church as apparently recommended by the developer, would The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient cause unacceptable conflict with walkers Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would and cyclists. Alternative vehicle be a presumption in favour of their physical preservation in-situ and against development. In terms of movements would not be equally 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 convenient to any users of the lane and the unintended Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to network, consequences could be severe. They positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in have not been investigated. o a manner that preserves and enhances the remains as part of the wider site. Disingenuous, because no evidence has been put forward to argue for the closure While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding of Llangewydd Road. It is therefore 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval reasonable to suggest that a credible settlement was focused elsewhere in the locality and any archaeology of this period within the site is most motive for this closure is to eliminate likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology Llangewydd Road as a "natural" boundary being present is low. Any further archaeological investigation can reasonably be secured through an for the development. Removing vehicular appropriately worded planning condition appended to a planning permission. traffic removes this boundary and leaves the way wide open to future applications Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No for further housing development towards significant effects arising from changes to setting have been identified for scheduled monuments, listed Penyfai, which planners would find difficult buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not to resist. This would repeat the experience be any significant changes to its visual setting. It is acknowledged that development in the southern part of the of Broadlands, where an initial Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion development of only slightly larger size to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character than this proposal grew from a new as a discrete settlement, while landscaping measures associated with the development will mitigate any settlement measured in hundreds of impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the dwellings to one now numbered in conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor thousands. The inclusion of the Old between the site and Laleston to retain the separate identities and character of these settlements whilst Church Field (north of Llangewydd Road) preventing coalescence. in the proposal, while on the face of it a philanthropic measure, could in reality be The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpose a further indication of an ambition to of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approach expand this development further to potential landscape and visual opportunities and constraints. northwards. The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site. However, the embedded mitigation and the approach to design is considered to minimise adverse effects over time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site.

The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynt design is sensitive to the site's existing characteristics. The design appraised responsite such as the Bridgend Circular Walk, the byway, the hedgerow network and veg such the proposals put forward at this stage are considered to be a thoughtful ar development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term mana the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC for informal and natural play on site provided increased public access would function; The site contains very few of the key characteristics listed in the published dd The site has a strong network of hedgerows, some which would be lost and the urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained. Provision of structural landscaping, a mix of native and non-native trees and set the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered struct aesthetically pleasing urban development which is well integrated with the pr and the settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority as it forms a desirable strong green framework that links with the wider greer west and south of the site; Adequate replacement planting of local species in appropriate locations to trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignm protect and reflect local character.
Through consideration of the findings above, it is anticipated that any notable lar resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landsca

cter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site nd visual terms to the existing ntirion provided a considered bonds sensitively to assets on regetated site boundaries. As and easily assimilated future

hagement. This would protect A landscape buffer would set e SINC could be used as a htly within the SINC could be NC offers a great opportunity d not clash with its ecological

documents on Laleston SLA. If the field pattern replaced by ed by landscape buffers and ed;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy a;

ty of the emerging proposals en infrastructure to the north,

compensate for any loss of

ment has been designed to

andscape and visual effects nd contained within a c.400m

as been sensitively designed mitigation measures in order uch, the promotion of this site o the existing settlement of on its surrounding landscape

e landscape in which it sits, s must be minimised through ape and access features to

safeguard landscape character whilst creating a sense of place. The developme detriment of the Special Landscape Area and any development proposal must incor adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 so by EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows the site itself.
Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developab significant benefit to both visual and recreational amenity, conservation and bi respect of the latter, the SINC provides a potential space to accommodate ecological enhancements and thus offset ecological impacts that may arise during the develop
An Extended Phase 1 survey was undertaken in February 2020, supplemented by f March 2020. The Phase 1 survey concluded that the site is dominated by agricultur limited botanical interest and thus of low inherent ecological value. Habitats of gre include the native hedgerows delineating the northern boundary and internal fie to woodland habitat and marshy grassland associated with Laleston Meadows SINC identified several trees with low to high potential to support a bat roost whilst onsite pu for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the matter to locate development across those habitats of predominantly limited ecolor boundary habitats as far as possible. Where retained, such features have been accorright informal green space and sustainable transport links, which ultimately enhances of Site and contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant e compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
The report also highlights further detailed habitat and species surveys which inform a planning application and ensure proposed mitigation is appropriated include a Dormouse survey, which was raised in comments received from NR the development to retain and provide suitable buffers to habitats, particularly here and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will also submit and agree ecological management plans including proposals for mitigation.

nent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily vs SINC which overlaps with

lanning submission will need atures, including the Laleston le Laleston Meadows SINC ained features will be further gn of built development away

the Study's Site boundary will c open space and wildlife able site this will provide a biodiversity enhancement. In cal mitigation and biodiversity opment of adjacent land.

 / further roosting bat works in urally improved grassland of reatest ecological importance field boundaries in addition IC. The roosting bats surveys ponds have been considered

hasterplan which has sought logical value whilst retaining commodated within proposed s connectivity throughout the

ernal field boundaries (albeit te and extent to enable future ecological constraints and oning of built development

which are recommended to riate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and

maintenance for retained habitats and protected species (including for bats and appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addin hectares of retained green infrastructure and new areas of public open space seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will the Education Facilities and Residential Development SPG and a decision will be manual the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Me required to inform such works. They have also confirmed that there are no insur- delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which infi- site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions re There are two areas most at risk of surface water flooding. The first corresponds we flowing down into the north western corner of the site. This area of the site is curre which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green corre
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect flow century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding
In terms of the impacts on primary healthcare provision, the Council has bee Morgannwg University Health Board from the outset of the Replacement LDP pro- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the h

nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

en produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be irmountable obstacles to the

rategic of which confirms that e 15 to indicate that there is flected in comments received nforms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland s area of surface water flood surface water flow route that h surface water flood risk is re possible and incorporated rridors.

d by the new Flood Map for ood risk extents over the next ce. A review of the new Flood herefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other

consultation bodies were invited to provide comments in respect of those sites ider development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts are in addition, the impacts of traffic emissions from local roads on the air quality for proposed development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen diffull development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transponumber of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessmentaken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avnumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nation the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.

entified as suitable for future ot ultimately control provision e maintained with Cwm Taf as site allocations within the

ty Assessment to assess the s arising from the additional ns have been modelled for a are expected to be greatest. for future residents on the

emain below the objectives at Il impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the her than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active
the master planning of strategic sites in the County Borough. Reference to the Active PLA3 in conjunction with Policy PLA12 should be considered essential in the delive any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fa colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will I demand, and that increased traffic levels and congestion is likely to occur if appri- measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev- within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu- will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.
The site promoter's Transport Assessment confirms that the traffic effect of 850 dy the order of 269 and 243two-way movements in the AM and PM peak hours re considered worst case as attitudinal change towards travel progresses. This quan over 4vehicles per minute two-way, diluted across the local highway network. The a the development provides opportunities to create a new western edge to Bridge offering community facilities suitable for day to-day living. In this way, the transport

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. valking connections which will

o travel and promote the use I likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development el scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including th the proposed routes within 127 and 2120.

point of vehicular access is ne junction will accommodate sting active route BRC9b on

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that Igend in a self-sustaining site ort case for mobility provides

[the options necessary to promote sustainable travel modes before the private v
				environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving trav leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Governme
				Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the prop proposed range of land uses will likely produce a wide range of significant beneficia
	573	Unbalanced development; pressure on infrastructure; alternatives. At a recent meeting between Laleston Community Councillors and planning officers, it was estimated that roughly 10,000 houses had been built in the county in recent years. Of those 10,000 over 3000 had been built within a two mile radius of the site PLA 3 (locally known as the "Circus Field"). This is already a severe case of over- intensification. All five of the so-called "strategic sites" in the deposit plan are in the Bridgend constituency, none in the Ogmore constituency. Four of the five are south of the M4 (it is only the "sine wave" shape of the M4 at Pyle that puts one site just to its north). The north-south imbalance occurs for alleged reasons which result from previous planning decisions, largely involving out-of-town shopping areas close to the M4. The decisions that have made a motorway junction (J.36) a destination in its own right, thus contributing to the disrupting of north-south traffic flows, and apparently making the north of the county a no-go area for developers, are historic and cannot now be rectified without major expenditure from Welsh Government level. However, the imminent danger of further imbalance in the vicinity of Site	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	proposed range of land uses will likely produce a wide range of significant beneficial Comments noted. Regarding potential gypsy and traveller site allocations, it requirement for all Local Authorities to undertake a Gypsy and Traveller Accom Housing (Wales) Act 2014 places a legal duty on the Council to meet any iden accommodation needs. These needs have to be considered as part of the Replace plan to propose sites to meet any identified need to comply with statutory legislation The Deposit Plan has been prepared in accordance with Welsh Government D (Edition 3). It contains guidance on how to prepare, monitor and revise a develop robust evidence to ensure that plans are effective and deliverable and contribute to national policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence be need, demand and supply factors (See Appendix 42 – Background Paper 2: Pl Growth Options). A range of growth scenarios across the whole Replacement LDP and discussed within the Strategic Growth Options Background Paper. This has c Borough's demographic situation is likely to change from 2018-2033 and inforr response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy 0 (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities thro Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence out
		PLA3 can be tackled at county level. This can be achieved by the simple method of deleting the site from the draft LDP. Deletion would help BCBC to avoid violating its own place-making ambitions and policies. Other correspondents will have commented at length about various		The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Aj sustainable settlement hierarchy. Based upon the consideration of a comprehe

vehicle. The design of the he Mobility Strategy means ravel choice, for commuting, and from a third-place such as ament's aspirations.

the Replacement LDP (See ental and wider sustainability accement measures should be ficant adverse effects and to oposed development with its stal effects.

it is a Welsh Government mmodation Assessment the entified Gypsy and Traveller cement LDP process and the on.

Development Plans Manual opment plan, underpinned by to placemaking, as defined in

ate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the eld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable uirements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables

	infrastructure pressures. I will focus on just one. We are used to hearing that		sustainable growth will be appropriately directed towards the Main Settlements of Bi with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
	Bryntirion Comprehensive School is full.		
	We have instances of families living within		The plan preparation has involved the assessment of 171 sites. Each candidate site
	yards of the school who must send their		the criteria in the Candidate Site Assessment Methodology which was previously cor
	children elsewhere. Recent and current		13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess
	housing developments have created a		based on any specific issues they raised in terms of their deliverability, general I
	need for further spaces as shown here.		uses, existing use(s), accessibility, physical character, environmental constrain
			promoters were asked to prepare and submit a number of technical supporting studi
	Location - No.of houses		deliverability, sustainability and suitability. Proceeding this detailed assessment,
			appropriate were included for allocation in the Deposit Plan. As such, candidate site
	Heol ty Maen (off Barnes Ave) - 200		was considered appropriate for allocation.
	Elm Crescent (former OCLP car park) - 5		
	Ysgol Bryn Castell, Phase 2 - 127		As part of the proposed allocation of Land West of Bridgend, development will
	Sunnyside - 59		requirements including masterplan development principles and placemaking prin
			PLA3 – Page 71). The provision of new residential dwellings, including affordable
	TOTAL - 391		alongside a new one and a half form entry Primary School, recreation facilities
			appropriate community facilities all set within distinct character areas.
	Using Welsh Government planning		
	guidance this is estimated to create 93		Policy PLA3 will ensure development positively integrate the remains of Llangewy
	additional students on the school roll.		Scheduled Ancient Monument in a manner that preserves and enhances the remain
	BCBC estimates that, considering the		Development must also incorporate the Laleston Trail within the central part of the s
	utilisation rate for each teaching space,		Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclose
	this will require a block of 6 additional		hedgerow corridor will be retained as the Y Berth cross link. In terms of active trave
	classrooms, with additional services		site and off-site measures to provide good quality, attractive, legible, safe and acce
	including toilets. A feasibility study is		linkages in accordance with Active Travel design. Improved linkages must be pro
	currently being carried out, and it must be		Bryntirion Comprehensive School and Bridgend Town Centre (including the bus sta
	stressed that planning permission is not a		connections will be provided to accord with the proposed routes within the Council's
	foregone conclusion. Neither is the		BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
	outcome of a traffic assessment, which		
	could quite possibly conclude that highway		The Replacement LDP is accompanied by a SA Report (incorporating SEA) to ass
	conditions approaching the school could		and significant environmental effects of all substantive component within the Pl
	not support this expansion. In summary		allocations, etc.) and any identified reasonable alternatives. This builds directly u
	therefore, the position is as follows: Yes,		including an SA Scoping Report (2018) and an Interim SA Scoping Report (201
	the developer is incorporating a primary		Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates
	school on the proposed site, but where		SEA, process has informed the development of the Deposit Plan, including the inco
	would secondary students go? The		changes within the document. As a result, the SA Report concludes that there is
	developer might be required to contribute		sustainability issues in Deposit Plan, with plan components performing well against
	to secondary places through a Section 106		identifies strong compatibility between the LDP Vision/Objectives and the SA
	Agreement. But provision at Bryntirion has		significant adverse effects (taking account of mitigation in all its forms).
	yet to catch up with housebuilding under		In appardence with statutory requirements Dianning Deliny Walso acts out
	the existing LDP, and there is at the time		In accordance with statutory requirements, Planning Policy Wales sets out
	of writing no guarantee that even this can		development to avoid direct adverse effects on nationally important heritage asse
	be achieved. To plan now for yet more		development resulting in adverse effects on the historic environment to be robust
	housing in the same school catchment area for the next LDP is just bad planning,		general presumption in favour of the preservation or enhancement of listed building with a requirement for development not to result in direct adverse effects on Scho
	bordering on the irresponsible. If highway		there are exceptional circumstances. These issues are grouped under 'Cultural He
	capacity, budgetary pressures, or other		14 Sustainability Objectives considered by the SA. The potential for adverse impac
	factors prevent further expansion at		and is an important consideration in determining the overall sustainability and thus
	Bryntirion, then secondary students from		allocations. Any sustainability impacts would also depend on the scale of developm
1	- Brynanon, alon becondary stadents norm	1	

Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix sment, sites were examined location, neighbouring land ints and opportunities. Site dies to demonstrate the site's at, only those sites deemed the 308.C1 Bridgend (West of)

Il be subject to site-specific inciples (See Deposit Policy le units, will be incorporated es, public open space, plus

ydd Church and Churchyard ains as part of the wider site. site, providing access to the osed byway with the existing vel, Policy PLA3 requires onressible pedestrian and cycle ovided along the A473, with tation and train station). New I's ATNM: INM-BR-52, INM-

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 19) which accompanied the es how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also a Framework, plus no likely

t multiple requirements for ets and for the need for any stly justified. There is also a ngs and their settings, along heduled Monuments, unless leritage', which is one of the acts on Cultural Heritage was is suitability of candidate site ment proposed.

PLA 3 would have to be directed to schools at other locations, at worst requiring statutory home-to-school transport, or at best within a lengthy walking distance that would violate central principles of the "Place Making Charter" to which BCBC is committed. Alternatives: if not here, then where? PLA3 is an example of a bad planning site, whereas PLA2 (Island Farm) is to be commended as a good planning site. It is largely a brownfield site, with conservation areas, and a listed building (Hut 9) which will of course be protected. There is a secondary school nearby with capacity for expansion. Good active travel links to the town centre are already becoming available, and there is excellent potential for more, utilising attractive routes across Newbridge Fields, which could include a riverside walk. Land for A48 improvements has been protected and there would be Section 106 provision for road widening and junction upgrades. There is even long-term potential fairly close by (not mentioned in the plan) for a new metro station on the now disused Ford railway spur. The plan includes a primary school, and a new campus for Heronsbridge School, and there is a declared council ambition that this would become recognised as the best special secondary school in Wales. Not mentioned in the plan is the fact that relocating Heronsbridge would create a vacated brownfield site with potential for housing at Ewenny Road. Immediately next door, at Cowbridge Road, another brownfield housing site, again not mentioned in the draft plan, is due to be created by the council-college joint project to relocate Bridgend College to what would be a council owned town centre site, at Cheapside. I therefore propose that PLA3 is deleted from the draft document and replaced by a housing allocation at a combined brownfield site at Ewenny Road and Cowbridge Road, consisting of highquality town housing including social and affordable allocations. This could focus on the smaller dwellings that are identified as

All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.

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.

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.

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

Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.

a shortage on P. 29, Pr. LS11, and this would be more appropriately matched to identified needs than the PLA3 proposal. Overall, these amendments to the development plan would serve to enhance council ambitions for the town centre, while saving green open space at Bryntirion/ Laleston for future generations, redistributing demand for school places to match supply more closely, prioritise brownfield over greenfield, development, and support conservation and biodiversity. Deleting PLA3 would align the LDP more closely with the environmental issues identified on P.27-29, in particular: LS1 – important landscapes LS2 – historic environment LS6 – areas with known poor air quality (the A473 at Park Streer) LS7 – highway network congestion (Bryngolau, Merlin Crescent, Broadlands A48 roundabout, Heol y Nant) LS10 – shortfall in affordable housing LS 11 – shortage in the provision of smaller dwellings LS14 – accessible natural open space. In a nutshell, deleting PLA 3 would help provide the right type of housing in the right places instead of the wrong type of housing in the wrong place.	 The site promoter also commissioned EDP to undertake a Landscape and Visual Ap of the appraisal was firstly to inform the design evolution of the scheme which enable to potential landscape and visual opportunities and constraints. The LVA outlines that there are adverse and beneficial landscape effects resulting site. However, the embedded mitigation and the approach to design is considered to over time as the proposed landscape establishes and overall the predicted e unacceptable from a landscape and visual perspective in the context of the delivery. The appraisal included as review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (2013 assessment. The appraisal confirms that the site represents a logical extension to Brynti design is sensitive to the site's existing characteristics. The design appraised resporsite such as the Bridgend Circular Walk, the byway, the hedgerow network and veg such the proposals put forward at this stage are considered to be a thoughtful an development of this site. Mitigation measures include: The Laleston Meadows SINC would be brought into regular long-term manage the visual amenity and landscape character of this nonthern part of the site. A development back from the SINC, and dwellings would from ton to it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC for informal and natural play on site provided increased public access would a function; The site contains very few of the key characteristics listed in the published do The site contains very few of the key characteristics listed in the published do The site contains very few of the site reased native trees and sit the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open spa
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Appraisal (LVA). The purpose abled an integrated approach

ng from development of this to minimise adverse effects effects are not considered ry of a strategic housing site.

eter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site ind visual terms to the existing intirion provided a considered onds sensitively to assets on egetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set e SINC could be used as a tly within the SINC could be NC offers a great opportunity d not clash with its ecological

documents on Laleston SLA. I the field pattern replaced by ed by landscape buffers and ed;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy u;

ty of the emerging proposals en infrastructure to the north,

compensate for any loss of

ment has been designed to

andscape and visual effects nd contained within a c.400m

	Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
	Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts represent the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must incorrect adverse effects and/or visual intrusion on the wider landscape.
	In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 suby EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows the site itself.
	Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
	The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public cones. When linked with proposed POS and play areas across the developable significant benefit to both visual and recreational amenity, conservation and bid respect of the latter, the SINC provides a potential space to accommodate ecological enhancements and thus offset ecological impacts that may arise during the develop
	An Extended Phase 1 survey was undertaken in February 2020, supplemented by further March 2020. The Phase 1 survey concluded that the site is dominated by agricultural limited botanical interest and thus of low inherent ecological value. Habitats of great include the native hedgerows delineating the northern boundary and internal fie to woodland habitat and marshy grassland associated with Laleston Meadows SINC identified several trees with low to high potential to support a bat roost whilst onsite potential to support great crested newt.
	The results of the desk study and Extended Phase 1 survey have influenced the mas to locate development across those habitats of predominantly limited ecolor boundary habitats as far as possible. Where retained, such features have been account informal green space and sustainable transport links, which ultimately enhances of Site and contributes to the wider green infrastructure resource.
	Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant e

as been sensitively designed mitigation measures in order uch, the promotion of this site to the existing settlement of on its surrounding landscape

e landscape in which it sits, s must be minimised through ape and access features to thent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily vs SINC which overlaps with

lanning submission will need atures, including the Laleston he Laleston Meadows SINC ained features will be further gn of built development away

the Study's Site boundary will c open space and wildlife able site this will provide a biodiversity enhancement. In cal mitigation and biodiversity opment of adjacent land.

 / further roosting bat works in urally improved grassland of reatest ecological importance field boundaries in addition IC. The roosting bats surveys ponds have been considered

asterplan which has sought logical value whilst retaining commodated within proposed s connectivity throughout the

ernal field boundaries (albeit ce and extent to enable future ecological constraints and

compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.
The report also highlights further detailed habitat and species surveys which a planning application and ensure proposed mitigation is appropriation include a Dormouse survey, which was raised in comments received from NRV the development to retain and provide suitable buffers to habitats, particularly hancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will als submit and agree ecological management plans including proposals for mit maintenance for retained habitats and protected species (including for bats and appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play pr and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environment addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be ma Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info- site as green in its RAG assessment. As such, all proposed land uses are permitted consequence assessment. The SFCA does highlight that a small proportion of the si- flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds w flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key su runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green corri

oning of built development

which are recommended to riate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be irmountable obstacles to the

rategic of which confirms that e 15 to indicate that there is flected in comments received forms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water ently comprised of woodland s area of surface water flood surface water flow route that h surface water flood risk is re possible and incorporated rridors.

A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floc century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro- held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites idea development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts a In addition, the impacts of traffic emissions from local roads on the air quality proposed development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will ren all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below t existing receptor (representative of 6-8 homes) in 2022, with or without the propose is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen di full development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying pro- considered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including identify a realistic dwelling yield on the site's net developable area. The Transport number of dwellings the site is expected to deliver. This identifies the various transport proposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the average of the scheme is appropriate development requirements in relation to all forms of travel.

d by the new Flood Map for ood risk extents over the next ce. A review of the new Flood herefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future ot ultimately control provision be maintained with Cwm Taf g as site allocations within the

ity Assessment to assess the is arising from the additional ns have been modelled for a are expected to be greatest. *y* for future residents on the

emain below the objectives at all impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this

number of dwellings does not require the original proposed site boundary to be exp use of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nati densities should be encouraged in urban centres and near major public transport no the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bor set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active PLA3 in conjunction with Policy PLA12 should be considered essential in the delin any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facili employment sites, retail areas and transport hubs, improved access to education face colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing way allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu- will be required to deliver, or contribute towards the provision of, active trave measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the

panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use l likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 127 and 2120.

point of vehicular access is ne junction will accommodate

			a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.
			The site promoter's Transport Assessment confirms that the traffic effect of 850 d the order of 269 and 243two-way movements in the AM and PM peak hours re- considered worst case as attitudinal change towards travel progresses. This quan- over 4vehicles per minute two-way, diluted across the local highway network. The a- the development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transpor- the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving tra- leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Government
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform a Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely significant environment enhance the effectiveness of the plan. The findings of the SA indicate that the proproposed range of land uses will likely produce a wide range of significant beneficia
150	As one of the two County Borough Councillors representing the Bryntirion, Laleston and Merthyr Mawr ward, I wish to make the following objections to the above proposal. The proposal to build 850 houses in the green wedge site between Bryntirion and Laleston will have many negative impacts on the community. The "natural green buffer" referred to is clearly a nonsense. The natural green buffer is	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	The Deposit Plan has been underpinned by the identification of the most appropriat and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: P Growth Options). A range of growth scenarios across the whole Replacement LDP and discussed within the Strategic Growth Options Background Paper. This has o Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.
	already there and this proposal would remove it. The two areas of Bryntirion and Laleston would coalesce and many public rural footpaths would be lost, and the approach to the town of Bridgend would be negatively impacted. The village of Laleston is a conservation area and would not retain its village appearance. There have been approximately 3000 houses built in the ward over the last 20 years and the infrastructure particularly the roads are already extremely busy. Facilities such as		The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities thr Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. However, success in delivering development on brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implement housing in high need areas and ensure the County Borough's future housing required to the settlement of
	GP services would not cope. The comprehensive school is already over capacity and is turning away children from within the catchment area. The area is of local historic interest with lanes such as Llangewydd Lane date back to prehistoric times and there is the ancient stones field		The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.

isting active route BRC9b on

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site ort case for mobility provides e vehicle. The design of the the Mobility Strategy means ravel choice, for commuting, nd from a third-place such as mment's aspirations.

the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to roposed development with its cial effects.

ate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus ting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant c enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

Cae'r hen Eglwys adjacent to the proposed site. The land in question is grade two agricultural land and should be retained for food production as there is much land within the borough that is not such high grade. The Developer is, in my opinion, only concerned with maximising profits as Laleston has the highest average house price in the County Borough but houses should be built where they are wanted. There are many schools in the Borough that have capacity and would welcome more children. I believe that need not greed should be the basis for development. I believe that PLA3 should be deleted from the proposed LDP to keep in line with LS1, important landscapes, LS2 historic environment, LS6 areas with poor air quality, LS7 highway network congestion, LS10 shortfall in affordable housing, LS11 shortage of smaller dwellings, LS14 accessible natural open space. In the case of PLA2 and COM1(2) I would confirm that approximately 3000 houses have been built in my ward in the	 The plan preparation has involved the assessment of 171 sites. Each candidate site I the criteria in the Candidate Site Assessment Methodology which was previously con 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessme based on any specific issues they raised in terms of their deliverability, general lo uses, existing use(s), accessibility, physical character, environmental constraint promoters were asked to prepare and submit a number of technical supporting studie deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As such, candidate site was considered appropriate for allocation. As part of the proposed allocation of Land West of Bridgend, development will requirements including masterplan development principles and placemaking prince PLA3 – Page 71). The provision of new residential dwellings, including affordable alongside a new one and a half form entry Primary School, recreation facilities appropriate community facilities all set within distinct character areas. Policy PLA3 will ensure development positively integrate the remains of Llangewyc Scheduled Ancient Monument in a manner that preserves and enhances the remain Development must also incorporate the Laleston Trail within the central part of the s Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclos hedgerow corridor will be retained as the Y Berth cross link. In terms of active trave site and off-site measures to provide good quality, attractive, legible, safe and access linkages in accordance with Active Travel design. Improved linkages must be prov Bryntirion Comprehensive School and Bridgend Town Centre (including the bus stat connections will be provided to accord with the proposed routes within the Council's Deport.
last 20 years, about 30% of the total built in the County Borough. The facilities are already stretched and the roads severely congested. The types of homes built would not alleviate the shortage of housing types that are in Bridgend. Com1(2) is directly across the road from Broadlands where 2500 houses have been built in the last 20years. The land at PLA2 is grade two agricultural land and should not be built upon when there alternatives with poorer grades. I would like to ask that both sites are deleted from the LDP for the following additional reasons:- LS6 areas with known poor air quality, LS7 highway network congestion, LS10 shortfall in affordable housing, LS11 shortage in the provision of smaller dwellings.	 BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120. The Replacement LDP is accompanied by a SA Report (incorporating SEA) to assand significant environmental effects of all substantive component within the Pla allocations, etc.) and any identified reasonable alternatives. This builds directly up including an SA Scoping Report (2018) and an Interim SA Scoping Report (2018) Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates SEA, process has informed the development of the Deposit Plan, including the inco changes within the document. As a result, the SA Report concludes that there is sustainability issues in Deposit Plan, with plan components performing well against identifies strong compatibility between the LDP Vision/Objectives and the SA F significant adverse effects (taking account of mitigation in all its forms). In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage asset development resulting in adverse effects on the historic environment to be robustil general presumption in favour of the preservation or enhancement of listed building with a requirement for development not to result in direct adverse effects on Sche there are exceptional circumstances. These issues are grouped under 'Cultural He 14 Sustainability Objectives considered by the SA. The potential for adverse impact and is an important consideration in determining the overall sustainability and thus allocations. Any sustainability impacts would also depend on the scale of development All Stage 2 Candidate Site. Sites were considered to ascertain whether they had
	All Stage 2 Candidate Site Sites were considered to ascertain whether they had adverse impact upon the historic environment. To facilitate this assessment, the (

e has been assessed against onsulted upon (See Appendix ssment, sites were examined I location, neighbouring land ints and opportunities. Site dies to demonstrate the site's nt, only those sites deemed te 308.C1 Bridgend (West of)

ill be subject to site-specific inciples (See Deposit Policy le units, will be incorporated es, public open space, plus

rydd Church and Churchyard ains as part of the wider site. e site, providing access to the osed byway with the existing vel, Policy PLA3 requires oncessible pedestrian and cycle rovided along the A473, with station and train station). New il's ATNM: INM-BR-52, INM-

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 019) which accompanied the es how the SA, incorporating corporation of recommended is good coverage of all key ast the SA Framework. It also a Framework, plus no likely

t multiple requirements for sets and for the need for any stly justified. There is also a ings and their settings, along heduled Monuments, unless Heritage', which is one of the acts on Cultural Heritage was is suitability of candidate site ment proposed.

had the potential to cause an the Council consulted with the

Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their v impacts on the historic environment along with recommendations for mitigation. A required to be mitigated by site promoters.
For Land West of Bridgend the SA identified the potential for adverse impacts due to scheduled monuments and important archaeological sites. However, the requirem strategic site allocation to be supported by a detailed masterplan) and PLA3 (for allocation to implement specific masterplan development principles) represent for address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant masterplan included in these spatial development policies to help ensure the avoidance of likely which could otherwise occur from this development proposal. Additional masterplan also included within Policy PLA3 to ensure site applies Good Design principles and a approach to siting, design, construction and operation in accordance with Plan principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan.
Further to this, the site promoter commissioned EDP to undertake an Archaeological The assessment establishes that the site does not contain any World Heritage Monuments, listed buildings, registered historic parks and gardens or historic lands be a presumption in favour of their physical preservation in-situ and against archaeological remains, the site is identified as having moderate to high potent the medieval period, particularly in its northern extremity, which is adjacent to the site Church. However, the land is a SINC and will not be developed. Policy PLA3 w positively integrate with the remains of Llangewydd Church and Churchyard Scheo a manner that preserves and enhances the remains as part of the wider site.
While there is a small amount of evidence for late prehistoric and Roman a 1km study area, the potential for archaeology of these periods within the site is de settlement was focused elsewhere in the locality and any archaeology of this per likely to relate to agriculture. Overall, the baseline data indicate that the probability being present is low. Any further archaeological investigation can reasonably appropriately worded planning condition appended to a planning permission.
Potential impacts upon the setting of historic assets in the locality have focused or significant effects arising from changes to setting have been identified for sch buildings and registered parks and gardens. In respect of the Laleston Conservation be any significant changes to its visual setting. It is acknowledged that development Site will remove a part of the agricultural landscape around Laleston which form to the east. However, agricultural land will remain on all sides around Laleston, which as a discrete settlement, while landscaping measures associated with the development impression of coalescence. This is assessed as an impact of a minor order, with conservation area being retained. Policy PLA3 will require development to to maintail between the site and Laleston to retain the separate identities and character of preventing coalescence.
The site promoter also commissioned EDP to undertake a Landscape and Visual Ap of the appraisal was firstly to inform the design evolution of the scheme which enab to potential landscape and visual opportunities and constraints.

views on the likely range of Any identified impacts were

to the proximity of the site to ements under SP2 (for each or the proposed strategic site forms of mitigation to help he sustainability performance rplan development principles ely significant adverse effects in development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site

al and Heritage Assessment. ge Sites, Scheduled Ancient dscapes, where there would at development. In terms of ential to contain remains from site of the former Llangewydd will require development to eduled Ancient Monument in

activity in the surrounding deemed low. Post-medieval period within the site is most ity of significant archaeology be secured through an

d on the 1km study area. No cheduled monuments, listed ation Area, there will also not ent in the southern part of the orms a buffer from Bryntirion nich will retain its character velopment will mitigate any vith the special interest of the tain a strategic green corridor of these settlements whilst

Appraisal (LVA). The purpose abled an integrated approach

The LVA outlines that there are adverse and beneficial landscape effects resulting site. However, the embedded mitigation and the approach to design is considered t over time as the proposed landscape establishes and overall the predicted e unacceptable from a landscape and visual perspective in the context of the delivery
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessmen Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynti design is sensitive to the site's existing characteristics. The design appraised respon site such as the Bridgend Circular Walk, the byway, the hedgerow network and veg such the proposals put forward at this stage are considered to be a thoughtful an development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term manage the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC for informal and natural play on site provided increased public access would i function; The site contains very few of the key characteristics listed in the published do The site has a strong network of hedgerows, some which would be lost and the urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained Provision of structural landscaping, a mix of native and non-native trees and s the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered structura aesthetically pleasing urban development which is well integrated with the pri and the settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority as it forms a desirable strong green framework that links with the wider greer west and south of the site; Adequate replacement planting of local species in appropriate locations to o trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignm protect and reflect local character.
Through consideration of the findings above, it is anticipated that any notable lar resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to

ng from development of this d to minimise adverse effects effects are not considered ry of a strategic housing site.

eter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site ind visual terms to the existing intirion provided a considered onds sensitively to assets on egetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set e SINC could be used as a tly within the SINC could be NC offers a great opportunity d not clash with its ecological

documents on Laleston SLA. I the field pattern replaced by ed by landscape buffers and ed;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy a;

ty of the emerging proposals en infrastructure to the north,

compensate for any loss of

ment has been designed to

andscape and visual effects nd contained within a c.400m

as been sensitively designed mitigation measures in order uch, the promotion of this site to the existing settlement of

Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts represented the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must incorradverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 suby EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows the site itself.
Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature. Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developable significant benefit to both visual and recreational amenity, conservation and bid respect of the latter, the SINC provides a potential space to accommodate ecological enhancements and thus offset ecological impacts that may arise during the develop
An Extended Phase 1 survey was undertaken in February 2020, supplemented by for March 2020. The Phase 1 survey concluded that the site is dominated by agricultural limited botanical interest and thus of low inherent ecological value. Habitats of great include the native hedgerows delineating the northern boundary and internal fier to woodland habitat and marshy grassland associated with Laleston Meadows SINC identified several trees with low to high potential to support a bat roost whilst onsite potential for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the mast to locate development across those habitats of predominantly limited ecolo boundary habitats as far as possible. Where retained, such features have been acco informal green space and sustainable transport links, which ultimately enhances of Site and contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of inter predominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant e compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.

on its surrounding landscape

e landscape in which it sits, s must be minimised through ape and access features to lent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily vs SINC which overlaps with

lanning submission will need atures, including the Laleston e Laleston Meadows SINC ained features will be further gn of built development away

e Study's Site boundary will c open space and wildlife ble site this will provide a biodiversity enhancement. In cal mitigation and biodiversity opment of adjacent land.

r further roosting bat works in urally improved grassland of reatest ecological importance ield boundaries in addition C. The roosting bats surveys ponds have been considered

asterplan which has sought logical value whilst retaining commodated within proposed connectivity throughout the

ernal field boundaries (albeit e and extent to enable future ecological constraints and oning of built development

The report also highlights further detailed habitat and species surveys when inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NR the development to retain and provide suitable buffers to habitats, particularly hencient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will also submit and agree ecological management plans including proposals for mit maintenance for retained habitats and protected species (including for bats and appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be m Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which infor- site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the si- flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds v flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green correl
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place

which are recommended to riate and proportional. These IRW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be urmountable obstacles to the

rategic of which confirms that the 15 to indicate that there is flected in comments received nforms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland is area of surface water flood surface water flow route that gh surface water flood risk is are possible and incorporated rridors.

ed by the new Flood Map for ood risk extents over the next ce. A review of the new Flood

Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites ider development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts ar In addition, the impacts of traffic emissions from local roads on the air quality for proposed development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all i will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen diffull development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transponumber of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed P appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical

nerefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future ot ultimately control provision be maintained with Cwm Taf g as site allocations within the

ity Assessment to assess the is arising from the additional ns have been modelled for a are expected to be greatest. *y* for future residents on the

emain below the objectives at Il impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support

services such as public transport, local shops and schools. In accordance with national densities should be encouraged in urban centres and near major public transport not the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bor set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Activ PLA3 in conjunction with Policy PLA12 should be considered essential in the deliv any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fa colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will l demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.

tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use l likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 127 and 2120.

point of vehicular access is ne junction will accommodate sting active route BRC9b on

			The site promoter's Transport Assessment confirms that the traffic effect of 850 d the order of 269 and 243two-way movements in the AM and PM peak hours re- considered worst case as attitudinal change towards travel progresses. This quar over 4vehicles per minute two-way, diluted across the local highway network. The a the development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transpo- the options necessary to promote sustainable travel modes before the private environment, the travel planning and the locational advantages, together with th there is a major benefit for existing and new residents, significantly improving tra- leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Government.
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform Appendix 9) of which was carried out to identify the likely significant environmer effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the pro- proposed range of land uses will likely produce a wide range of significant beneficia
of Bridgend, Locally known as the "Circus Field" (and surrounding) site. NHCC hereby object to the above proposal, and ask for this site to be deleted from the final LDP, on the following grounds. • The West of Bridgend area has been the site of some 3000 new houses in recent years. This is	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	The Deposit Plan has been underpinned by the identification of the most appropria and housing provision, all of which have been based upon well informed, evidence to need, demand and supply factors (See Appendix 42 – Background Paper 2: F Growth Options). A range of growth scenarios across the whole Replacement LDP and discussed within the Strategic Growth Options Background Paper. This has Borough's demographic situation is likely to change from 2018-2033 and infor response for the Replacement LDP. As such the Replacement LDP identifies an a to enable a balanced level of housing and employment provision that will achieve su support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the developm periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existi Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield developmer settlements accords with the site-search sequence outlined in Planning Policy W developmental pressure on Best and Most Versatile (BMV) agricultural land. Howey success in delivering development on brownfield land in other settlements (notab Gateway), there are limited further brownfield regeneration opportunities remai	
	Greenfield development difficult to resist. This would cause further coalescence, with Broadlands to the south, Pen Y Fai to		deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing required
	Even housing stock deemed as 'affordable housing's this area would likely be beyond the means of most young persons due to the nature of the area. Infrastructure is not in place and would be unable to cope.		The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compret sustainable growth will be appropriately directed towards the Main Settlements of B with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
	example, has not yet caught up with the		The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously controls of the criteria in the Candidate Site Assessment Methodology which was previously controls of the criteria in the Candidate Site Assessment Methodology which was previously controls of the criteria in the Candidate Site Assessment Methodology which was previously controls of the criteria in the Candidate Site Assessment Methodology which was previously controls of the criteria in the criteria in the Candidate Site Assessment Methodology which was previously controls of the criteria in the crite

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site ort case for mobility provides e vehicle. The design of the the Mobility Strategy means travel choice, for commuting, nd from a third-place such as nment's aspirations.

n the Replacement LDP (See ental and wider sustainability ncement measures should be ificant adverse effects and to roposed development with its cial effects.

iate scale of economic growth based judgements regarding Preferred Strategy Strategic P period have been analysed s considered how the County formed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable uirements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. Further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP. · Further road traffic would also put further strain on the A473 junctions with Elm Crescent and Heol y Nant, the traffic lights at Bryngolau, and the A48 Broadlands roundabout, which is already strained for capacity. • The site forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. • This green wedge is the location of the Laleston Stones Trail, and the Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage The proposed site is crossed by public rights of way which have been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Proposals for "corridors" would not mitigate the impact and loss. Developers would leave the site transferring corridor maintenance costs onto the community. No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, social and public

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.

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.

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 connections will be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.

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).

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.

All Stage 2 Candidate Site Sites were considered to ascertain whether they had the potential to cause an adverse impact upon the historic environment. To facilitate this assessment, the Council consulted with the Glamorgan-Gwent Archaeological Trust (GGAT) early on in the process for their views on the likely range of

amenity. • The loss of the rich and diverse flora and fauna of the woodland, fields and hedgerows is not justified by any commercial benefit from this development. The proposal to close Llangewydd Road to vehicular traffic is undesirable and disingenuous :- o Undesirable because this lane is already a popular walking and cycling route, and vehicular traffic coexists without difficulty on this stretch. Alternative vehicle movements, along the lane north from the A473 at Crossways, towards the Old Church Field, as apparently recommended by the developer, would cause unacceptable conflict with walkers and cyclists. Alternative vehicle movements would not be equally convenient to any users of the lane and the unintended network. consequences could be severe. They have not been investigated. o Disingenuous, because no evidence has been put forward to argue for the closure of Llangewydd Road. It is therefore reasonable to suggest that a credible motive for this closure is to eliminate Llangewydd Road as a "natural" boundary for the development. Removing vehicular traffic removes this boundary and leaves the way wide open to future applications for further housing development towards Pen Y Fai, which planners would find difficult to resist. This would repeat the experience of Broadlands, where an initial development of only slightly larger size than this proposal grew from a new settlement measured in hundreds of dwellings to one now numbered in thousands. The inclusion of the Old Church Field (north of Llangewydd Road) in the proposal, while on the face of it a philanthropic measure, could in reality be a further indication of an ambition to expand this development further northwards. In summary we are against this proposal as it goes against much of what the LDP says it is trying to achieve this proposal puts the wrong type of development with the wrong type of houses in the wrong location. Other sites

impacts on the historic environment along with recommendations for mitigation. Any identified impacts were required to be mitigated by site promoters.

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.

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.

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

Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence.

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.

in Bridgend County may be better placed to support a development of this nature, with less impact.	The LVA outlines that there are adverse and beneficial landscape effects resulting site. However, the embedded mitigation and the approach to design is considered t over time as the proposed landscape establishes and overall the predicted e
	unacceptable from a landscape and visual perspective in the context of the delivery
	The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynti design is sensitive to the site's existing characteristics. The design appraised responsite site such as the Bridgend Circular Walk, the byway, the hedgerow network and veg such the proposals put forward at this stage are considered to be a thoughtful and development of this site.
	Mitigation measures include:
	 The Laleston Meadows SINC would be brought into regular long-term manage the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC for informal and natural play on site provided increased public access would a function; The site contains very few of the key characteristics listed in the published do The site has a strong network of hedgerows, some which would be lost and the urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained Provision of structural landscaping, a mix of native and non-native trees and si the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered structura aesthetically pleasing urban development which is well integrated with the privan dthe settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority as it forms a desirable strong green framework that links with the wider green west and south of the site; Adequate replacement planting of local species in appropriate locations to o trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignm protect and reflect local character.
	Through consideration of the findings above, it is anticipated that any notable lar resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
	Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to

ng from development of this d to minimise adverse effects effects are not considered ry of a strategic housing site.

eter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site ind visual terms to the existing intirion provided a considered onds sensitively to assets on egetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set e SINC could be used as a tly within the SINC could be NC offers a great opportunity d not clash with its ecological

documents on Laleston SLA. I the field pattern replaced by ed by landscape buffers and ed;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy a;

ty of the emerging proposals en infrastructure to the north,

compensate for any loss of

ment has been designed to

andscape and visual effects nd contained within a c.400m

as been sensitively designed mitigation measures in order uch, the promotion of this site to the existing settlement of

Bryntirion which would not cause significant or wide-ranging adverse effects upon context.
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts represented the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must incorradverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 suby EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows the site itself.
Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature. Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public zones. When linked with proposed POS and play areas across the developable significant benefit to both visual and recreational amenity, conservation and bid respect of the latter, the SINC provides a potential space to accommodate ecological enhancements and thus offset ecological impacts that may arise during the develop
An Extended Phase 1 survey was undertaken in February 2020, supplemented by for March 2020. The Phase 1 survey concluded that the site is dominated by agricultural limited botanical interest and thus of low inherent ecological value. Habitats of great include the native hedgerows delineating the northern boundary and internal fier to woodland habitat and marshy grassland associated with Laleston Meadows SINC identified several trees with low to high potential to support a bat roost whilst onsite potential for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the mas to locate development across those habitats of predominantly limited ecolo boundary habitats as far as possible. Where retained, such features have been acco informal green space and sustainable transport links, which ultimately enhances of Site and contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of inter predominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant e compensate where necessary. This will be in addition to the sensitive position away from retained boundary features to minimise damage.

on its surrounding landscape

e landscape in which it sits, s must be minimised through ape and access features to ent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily vs SINC which overlaps with

lanning submission will need atures, including the Laleston e Laleston Meadows SINC ained features will be further gn of built development away

e Study's Site boundary will c open space and wildlife ble site this will provide a biodiversity enhancement. In cal mitigation and biodiversity opment of adjacent land.

r further roosting bat works in urally improved grassland of reatest ecological importance ield boundaries in addition C. The roosting bats surveys ponds have been considered

asterplan which has sought logical value whilst retaining commodated within proposed connectivity throughout the

ernal field boundaries (albeit e and extent to enable future ecological constraints and oning of built development

The report also highlights further detailed habitat and species surveys when inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NR the development to retain and provide suitable buffers to habitats, particularly hencient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will also submit and agree ecological management plans including proposals for mitigation and appropriate compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be m Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which infor- site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the si- flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds v flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high shown. The surface water flow routes in this part of the site will be retained where within the surface water drainage strategy through the use of SUDs and green correl
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place

which are recommended to riate and proportional. These IRW. Policy PLA3 will require hedgerows, trees (including n includes the green space also require the developer to nitigation, enhancement and nd dormouse) and provide

ntral part of the site, providing ditionally, PLA3 requires 4.1 e across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

nt works are required on both Modelling Assessment will be urmountable obstacles to the

rategic of which confirms that the 15 to indicate that there is flected in comments received nforms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland is area of surface water flood surface water flow route that gh surface water flood risk is are possible and incorporated rridors.

ed by the new Flood Map for ood risk extents over the next ce. A review of the new Flood

Map for Planning shows the site to be located outside of any flood zone and is the no risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP pro held to ensure the level and spatial distribution of growth proposed was clarified to service provision. As part of Stage 3 of the Candidate Site Assessment, the he consultation bodies were invited to provide comments in respect of those sites ider development and possible allocation in the Deposit LDP. Whilst the Council cannot of primary healthcare services, close working relationships will continue and be Morgannwg University Health Board. This will be key to service provision planning a Deposit Plan progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts ar In addition, the impacts of traffic emissions from local roads on the air quality for proposed development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all i will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the existing receptor (representative of 6-8 homes) in 2022, with or without the proposed is now considered unlikely that any new homes within the development will be occur time it would be reasonable to expect concentrations at these 8 homes to be assessment has demonstrated that the impacts in terms of annual mean nitrogen diffull development traffic being on the roads in 2022 will be negligible everywhere other where the impact under this scenario would be moderate adverse. However, bearing will be occupied before 2024, and the development is unlikely to be complete and the volumes until the 2030s, this scenario is unrealistically worst-case. Applying proconsidered most likely that the actual impact of the development at these 8 homes years from the first occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentration quality objectives. As such, the overall operational air quality effects of the develop significant
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transponumber of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed P appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical

nerefore considered at low or

en engaging with Cwm Taf rocess. Early meetings were to help facilitate alignment of health board amongst other lentified as suitable for future ot ultimately control provision be maintained with Cwm Taf g as site allocations within the

ity Assessment to assess the is arising from the additional ns have been modelled for a are expected to be greatest. *y* for future residents on the

emain below the objectives at Il impacts for these pollutants

the objective at all but one sed development. However, it cupied before 2024, by which be below the objective. The dioxide concentrations of the ther than at this one receptor, ng in mind that no new homes thus generating its full traffic professional judgement, it is es will also be negligible in all

sed development have been ons being well below the air opment are judged to be 'not

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support

services such as public transport, local shops and schools. In accordance with national densities should be encouraged in urban centres and near major public transport not the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustain bolstered by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bor set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Activ PLA3 in conjunction with Policy PLA12 should be considered essential in the deliv any proposal, ensuring that development is contributing to the promotion of a susta
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fa colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will l demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suita
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and commu will be required to deliver, or contribute towards the provision of, active travel measures, road infrastructure, and other transport measures, in accordance with the Plan and the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially in promoting cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-12
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the exist the southern side of the A473.

tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town inable communities, further

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy livery of any strategic site or tainable and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

o travel and promote the use l likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed itable mitigation.

re that development must be dency on the private car and nunity facilities. Development rel scheme, public transport the Bridgend Local Transport

West of Bridgend, which are inclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 127 and 2120.

point of vehicular access is ne junction will accommodate sting active route BRC9b on

107	The land south of Bridgend should not have a large area of housing developed. This objection is based on the experience of the communities of Ewenny and Corntown which presently endure a huge increase in through traffic as a result of the Broadlands housing development.	Object to allocation of PLA2: Land South of Bridgend	The site promoter's Transport Assessment confirms that the traffic effect of 850 d the order of 269 and 243two-way movements in the AM and PM peak hours re considered worst case as attitudinal change towards travel progresses. This quan over 4vehicles per minute two-way, diluted across the local highway network. The <i>a</i> the development provides opportunities to create a new western edge to Bridg offering community facilities suitable for day to-day living. In this way, the transpor the options necessary to promote sustainable travel modes before the private "environment, the travel planning and the locational advantages, together with the there is a major benefit for existing and new residents, significantly improving tra leisure and social journeys and hence social inclusion. Working from home and a non-site Workhub will be encouraged from the outset, in line with Welsh Governm Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Appendix 9) of which was carried out to identify the likely significant environmen effects from the Deposit Plan. It also considers whether any mitigation and enhanc incorporated within the Replacement LDP to ensure the avoidance of likely significant beneficia? Comments noted. Whilst developments should be encouraged in locations which reduce the need to of sustainable transport, the Council recognises that any development growth will demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore, a Strategic Transport Ass has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed lew within the LDP can be accommodated within the BCBC Highway Network with suits Furthermore, Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to tr
			prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods.
1020	Stop building houses for Cardiff.	No changes	Comments noted
121	see previous comments re: Pencoed	No changes	Comments noted
1485	Secondary School Provision	No changes - concerns	Comments noted.
	A suggestion contained within the Island Farm proposals is for the Heronsbridge School re-locating there. This would leave	regarding PLA2 Land South of Bridgend	The potential relocation of Heronsbridge to a new site within the Strategic Alloc Bridgend is one of a number of options the Council is exploring regarding the futu School.

dwellings is forecast to be in respectively, although this is antum of trips equates to just assessment concludes that dgend in a self-sustaining site ort case for mobility provides e vehicle. The design of the the Mobility Strategy means travel choice, for commuting, and from a third-place such as nment's aspirations.

n the Replacement LDP (See ental and wider sustainability ncement measures should be ificant adverse effects and to roposed development with its cial effects.

to travel and promote the use Il likely result in greater travel propriate mitigating transport ssessment (See Appendix 36) le and inform the process of npact of these proposals. The level of development detailed uitable mitigation.

ure that development must be indency on the private car and munity facilities. Development vel scheme, public transport the Bridgend Local Transport

pecific requirements including t-orientated development that or vehicle dependency. Wellthe site to foster community

ocation PLA2 Land South of uture of Heronsbridge Special

	 the Ewenny Road site vacant. However, the current building is one of history and character and has a long association with educational provision. Brynteg School, on the opposite of the road, has a long history of providing quality 6th form educational opportunities for 16-18 year olds and it may be a suitable option to transfer that provision into the Heronsbridge site to form a more extensive 6th form 'College' in view of the current College moving soon from the Cowbridge Road site. This would free up space within the current Brynteg complex to facilitate the needs of any new housing developments in the Bridgend (South) area and Island Farm Island Farm Housing Proposals Attached are some papers relating to this issue, which include comments made in 2012 which, in my view, should once again by fully taken into consideration when reviewing these highly controversial proposals for this sensitive area of ecological benefit to the whole of the BCBC area. 		
194	DRAFT LDP: SITE "PLA 3", LALESTON / BRYNTIRION "CIRCUS FIELD" AND SURROUNDS PROPOSED 850 HOUSES, ETC. I refer to the "template letter" which has been used by many residents as a basis for their objections. I wish to endorse the contents of that letter, a copy of which I have already signed and transmitted to BCBC. I also ask that this site should be deleted from the LDP proposals, on the following additional grounds. Where appropriate I refer to pages (P.) and paragraphs (Pr.) of the Deposit Consultation Document.	De-allocate Land West of Bridgend (SP2(3))	As documented within the Strategic Growth Options Background Paper, a range analysed and subsequently refreshed to determine the most appropriate level Replacement LDP's Vision, Key Issues, Aims and Objectives. The Deposit Plant balanced level of economic growth and housing provision, based on well informed, regarding need, demand and supply factors (refer to the Strategic Growth Options E considered how the County Borough's demographic situation is likely to change fro the most appropriate response for the Replacement LDP. As such the Repla appropriate plan requirement to enable a balanced level of housing and employme sustainable patterns of growth, support existing settlements and maximise viable at The Replacement LDP is based on a clear spatial strategy to help realise the re- priorities of the Council, whilst balancing the need to deliver future housing req Strategy prioritises the development of land within or on the periphery of sustainable previously developed brownfield sites. It continues to focus on the delivery of allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llyn regeneration priorities through their designation as Regeneration Growth Areas. brownfield development opportunities within these settlements accords with the sit in Planning Policy Wales and seeks to minimise developmental pressure on Bes agricultural land. However, given the existing LDP's success in delivering develop

nge of growth scenarios were evel of growth to deliver the in has been underpinned by a d, evidence-based judgements s Background Paper). This has from 2018-2033 and informed eplacement LDP identifies an ment provision that will achieve affordable housing delivery.

e regeneration aspirations and requirements up to 2033. The nable urban areas, primarily on of the brownfield regeneration lynfi Valley are still denoted as s. The ongoing commitment to e site-search sequence outlined Best and Most Versatile (BMV) elopment on brownfield land in

P.74, Pr. 52.21: Coalescing of communities	other settlements (notably Bridgend and the Valleys Gateway), there are limited furth opportunities remaining. Additional viable and deliverable sites (including some gre- required to implement SP1, deliver affordable housing in high need areas and ens
References in this paragraph claiming that	future housing requirements can be realised.
the development would "form a natural green buffer" is nonsensical. The proposal	The justification for the Dreferred Spatial Strategy is desumanted in the Spatial Str
takes a green wedge, which is already a	The justification for the Preferred Spatial Strategy is documented in the Spatial Stra Paper. The Strategy is considered to best align with this Vision and also the Key
"natural green buffer" beyond the built-up	Objectives and Specific Objectives the Replacement LDP is seeking to address. It is o
boundary of Bridgend and urbanises it by	to accommodating the level of growth identified in the Strategic Growth Options Ba
shifting that boundary to the west,	delivering this growth through sustainable patterns of development that accord with
encroaching on a Special Landscape Area	placemaking principles. It will maximise affordable housing delivery in high-nee
and covering it with housing. The last	sustainable development, enable delivery of significant remaining brownfield sites in
sentence of this paragraph admits to this	search sequence and seek to minimise pressure on BMV agricultural land, subject to
encroachment by referring to a plan to	
prevent any "further encroachment" using	Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure
a legal agreement. This plan does not	located and designed in a way that minimises the need to travel, reduces depende
exist. No evidence is provided to	enables sustainable access to employment, education, local services and community
guarantee that this agreement ever will	be required to deliver, or contribute towards the provision of, active travel scheme, I
exist. The contents of this paragraph are	road infrastructure, and other transport measures, in accordance with the Bridgend
not consistent with the "Masterplan Development Principles" mentioned at	the Bridgend Integrated Network Plan (See Appendix 29).
P.71, Pr.(d).	Strategic site allocations identified by policies PLA1-PLA5 detail the site-specif
· · / · , · · · .(u).	masterplan development principles and development requirements. Such requirement
To the east of the green wedge is the	orientated development that prioritises walking, cycling and public transport use, wh
community of Bryntirion which, with its	vehicle dependency. Well-designed, safe walking and cycling routes must be incorp
adjoining communities of Cefn Glas,	to foster community orientated, healthy walkable neighbourhoods.
Llangewydd Court, West House and	
Broadlands, constitute a densely	Considerable weight has been given to protecting BMV Agricultural Land from dev
populated outer suburb of the town of	planning considerations) throughout LDP preparation and the assessment of Car
Bridgend. To the west of the green wedge	Paper 15 provides more contextual analysis to clarify how this principle has bee
is the village of Laleston, which while being	selection process, specifically from Stage 2 of the Candidate Site Assessment. This fu
part of a wider Laleston Community	allocations within the Replacement LDP in this respect, alongside the SA/SEA and C
Council area, is also currently	Methodology.
recognisable as a distinct village community.	The representor's concerns that Land West of Bridgend would coalesce communit
community.	Green Wedge Review has been conducted to review the existing green wedge de
Laleston village currently benefits from the	Bridgend Local Development Plan 2006-2021 and consider the need for their cor
proximity of the urban area to the east, for	Replacement Bridgend Local Development Plan 2018 – 2033. The Review consid
access to shops, secondary school and	ENV2: Development in Green Wedges has been successfully used for its prima
other services. Bryntirion benefits from its	coalescence, other policies contained within the extant LDP, particularly ENV1: Devel
proximity to Laleston, for its green, rural	have also been successful in preventing coalescence. Therefore, the Review re
aspect, access routes and footpaths which	necessary to take forward the green wedge policy into the Replacement LDP, as the
improve the quality of life. Removing the	included within the Deposit Plan 2018- 2033 that allocate sufficient land for h
green wedge would present a miserable	boundaries and strictly control development in the countryside, open space, biodiv
aspect to both communities and would	environment. In addition, as part of the proposed allocation of Land West of Bridgen
reduce amenity to residents over a wide	required (See Deposit Policy PLA3 – Page 71) to provide 4.1 hectares of retained gr
area and have negative visual impact on	areas of public open space as well as exploring the provision of enabling sensitiv
this important gateway into Bridgend town.	Laleston Meadows SINC and woodland. The proposed allocation will also be requi
	green corridor between the site and Laleston to retain the separate identities and cha
	whilst preventing coalescence.

rther brownfield regeneration reenfield sites) are therefore nsure the County Borough's

Strategy Options Background ey Issues, Drivers, Strategic s considered most conducive Background Paper and also th the Planning Policy Wales' need areas, promote viable s in accordance with the site t to site-specific assessment.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

ecific requirements including ients include pursuing transitwhilst reducing private motor orporated throughout the site

evelopment (alongside other Candidate Sites. Background een embedded into the site further justifies the proposed d Candidate Site Assessment

nities are noted. However, a designations in the adopted continuation in the emerging siders that whilst LDP Policy mary objective of preventing velopment in the Countryside, recommends that it is not there are policy mechanisms housing, define settlement diversity, landscape and the end, any development will be green infrastructure and new itive public access to part of quired to maintain a strategic haracter of these settlements The developers might argue that they are not coalescing communities, and that their development is confined to the community of Bryntirion. This argument will not stand up to scrutiny. It will not wash. It is not being cynical, but realistic, to suggest that when marketing their houses, the developers would advertise them as being in Laleston, and not Bryntirion. This would make a substantial difference to their house prices at no extra cost. The prospective developer cannot have it both ways.

In **Appendix 5**, **P.20** the statement by the consultants engaged by the developer that there are "no significant effects", that Laleston will "retain its character as a discrete settlement" and that coalescence has an "impact of a minor order" are open to serious challenge, and acquiescence on this flimsy "evidence" by the planning authority could even form a firm basis for judicial review.

Despite claims made in the Deposit Document the development would objectively coalesce the two communities. The development would end Laleston as a village and remove a green space from the visual and physical amenity of residents of Bryntirion and other urban areas to the west and south.

P.71, Pr. (a) refers to an "urban extension of Bridgend". This is inconsistent with the claim that communities are not being coalesced. If BCBC planners were to support the developers in this inconsistency, they would be guilty of bad planning.

Landscape and loss of visual amenity; well-being and future generations; sustainability

Given that the document concedes that this is an "urban extension", it follows that this site is best described as a "development outside defined settlement

Informed by the Sustainability Appraisal Report, the Candidate Site Assessment published to accompany the Deposit Plan confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. 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. This strong evidence base justifies selection of all proposed allocations, including Land West of Bridgend. The supporting independent financial viability assessment demonstrates that Land West of Bridgend can fund the necessary supporting infrastructure and 20% affordable housing provision in accordance with the needs identified in the LHMA. Affordable housing provision delivered via this development will comply with the definition outlined in Technical Advice Note 2. In addition, the site will fund a new primary school and provide additional secondary education contributions. The developer has demonstrated that this site can viably support a contribution towards secondary school provision. The exact manner in which this contribution will be employed will be determined by the Local Education Authority at an appropriate point in the future to ensure effective school provision.

In terms of green space 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.

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.

Additionally, the Council has undertaken a Green Infrastructure Assessment (See Appendix 23) to guide and shape the planning and delivery of green infrastructure throughout the County Borough. The assessment summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and Children's Playing Space within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also adopting a holistic approach to include green infrastructure assets (such as allotments, cemeteries, woodlands, broad habitats) and the Integrated Network Maps. As such the assessment will provide a mechanism to ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.

Development proposals including strategic site allocations will be expected to maintain, protect and enhance Bridgend's green infrastructure network and ensuring that individual green assets are retained wherever possible and integrated into any new development. Any Public Rights of Way will be maintained, protected and/or diverted within the development as appropriate.

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

boundaries". It is also a fact that the council ward of Laleston is designated as "rural" by BCBC for the purposes of its RDP (rural development programme).

All the above must mean that **DNP1** on **P.186: Pr. "The Countryside and Landscape"** applies to this site. The planning policy states: "All development outside defined settlement boundaries must ensure that the integrity of the countryside is conserved and enhanced. *There is a presumption against development in the countryside.* (Italics supplied). The developers have made no effort to demonstrate that any of the 13 exceptions listed under DNP1 apply to this site. Furthermore, they have not demonstrated any housing need at this particular location.

The development would inflict a serious loss of valued landscape and visual amenity. It would violate historic rights of way, which have always been treasured by local people and nurtured by the Community Council, and which are even more vital to well-being and future generations in a post-Covid context. The so-called green corridors the developers would leave behind would present a comparatively miserable aspect, and once the developers have made their profit and left the area the responsibility for and cost of their upkeep would pass on to the community. This raises the serious issue of sustainability. These aspects alone provide sufficient reason to dismiss the application as they are contrary not only to acts of the Welsh Parliament but also to the Wales's basic constitutional commitment to sustainable development.

History and archaeology; ancient and semi-ancient woodland; biodiversity.

The proposed development is clearly in conflict with the following principles of good planning as outlined in the draft document.

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

Furthermore, the Strategy recognises the importance of the Historic Environment and its's fundamental role in distinctive and natural placemaking through the planning system. The historic environment will be protected, conserved and, where appropriate, promoted and enhanced. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character will be required to be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process, as outlined by Strategic Policy 18 (See Page 208). Development Management Policy (DNP11 – See Page 210) seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.

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.

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).

In terms of air quality, as part of allocation PLA3: Land West of Bridgend, the site promoter has undertaken an Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic emissions arising from the additional traffic on the AQMA of Park Street. The overall operational air quality effects of the development are judged to be non-significant and have been shown to be acceptable, with concentrations being well below the air quality objectives.

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.27, LS1: Important landscapes LS2: Historic environment	not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
P.182, SP17: Conservation and	
enhancement of the natural environment	The representor's support for the SP2(2) Land South of Bridgend (Island Farm) allo
P.193, DNP5: Local and Regional Nature Conservation Sites, including DNP5(2), Site of Importance for Nature Conservation (SINC)	
In the draft document, Page 71, Pr.(a), the would-be developer makes light of the above considerations. A SINC and Scheduled Ancient Monument are mentioned, without any proper consideration of their significance. Pr.(c) mentions trees, hedgerows and habitat. Pr.(d) mentions landscape, a Special Landscape Area, and a "sense of place". No detail is attached to any of these topics, the underlying issues are skimmed over. Merely mentioning these aspects will not do. The onus is on the developer to demonstrate that all these aspects can be fully mitigated.	
Appendix 5, P. 15-21, contains the findings of consultants, paid for by the developer. I hereby challenge these findings as incomplete, inaccurate and biased. They are based on desk research, and there is no evidence of fieldwork research. The qualifications and credentials of the person(s) tasked with this item are not revealed. The viewing of Google Maps and satellite pictures is no substitute for local knowledge and investigation on the ground.	
Opinions expressed by consultants on certain areas such as "limited botanical interest" and "species poor" are unevidenced and some are manifestly untrue. They are based on speculation as opposed to hard evidence.	
Statements on P.19 Pr. "Arboculture" put in plain sight the applicant's intention to destroy trees.	

ental management, utilities in

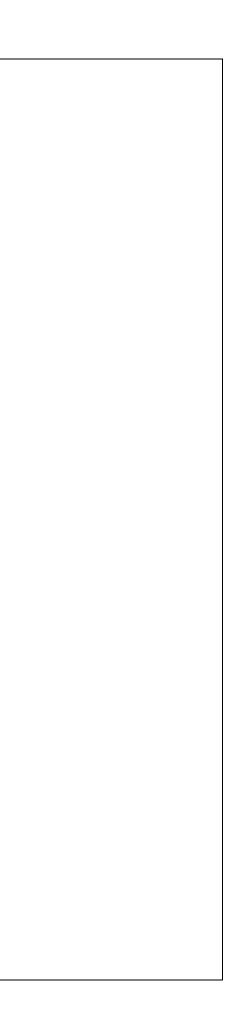
llocation is noted.

Let us not forget that the site mainly consists of Grade 2 agricultural land, the highest grade available in Wales. At a time when the twin problems of Brexit and Covid are threatening supply chains, and the media are reporting empty supermarket shelves, it is difficult to explain why BCBC is being asked to even consider low density development, in what has in the recent past called "executive" style at this particular greenfield site, when as will be argued below, there is potential for affordable and social housing more attuned to the economic and social need of modern local families, on brownfield sites that have not been incorporated into the housing allocations in the draft document. Last but not least, it is relevant to mention that many parents and grandparents have commented how much they value the fact that the PLA3 site provides their children and grandchildren the opportunity to see sheep and cattle, in a natural environment,

in this field are stressing the importance of greenery in the environment, In response to **P.20, Pr. "Archaeology"** one is tempted to reply, "No kidding, Mr. Sherlock!" when the consultants reveal that there are "No World Heritage Sites" affected. However, the written historical record, together with the experience of local people who use the extensive Rights of Way network is that there is a definite "sense of place" which already exists, and which would casually be destroyed, judging by the cavalier attitude revealed by the developer and their consultants in these pages.

a short walk from their homes. Such considerations are not to be dismissed in a world where we claim to be concerned about well-being and mental health, and where the most highly qualified physicians

The development puts pressure on the field known as Cae'r Hen Eglwys. On **P.73**, **Pr. 12**, an unsubstantiated claim is made,



that the development would "positively integrate" the remains of Llangewydd Church and Churchyard Ancient Monument, "in a manner that preserves and enhances the remains as part of the wider site." In truth, this ancient monument and its standing stones would be endangered by this development.

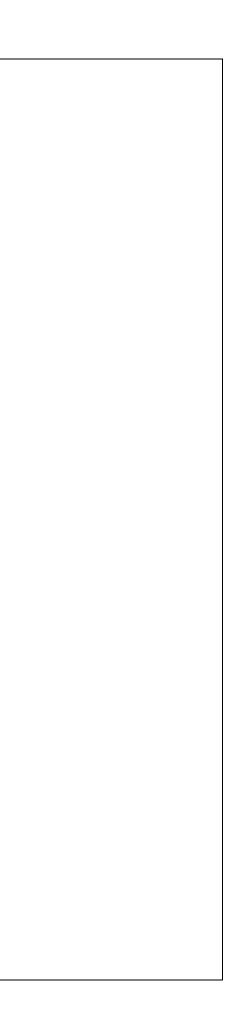
In Appendix 5, P.17, Pr. "Land Ownership", it is claimed that Llanmoor Development Co. Ltd. has "complete control over the whole land-holding".

This raises questions. If these claims are true, why is the field "Cae'r Hen Eglwys" not included on the map within the development boundary? Is there an agreement with the owner of the field? Also, what exactly is meant when the text refers to the "wider site"?

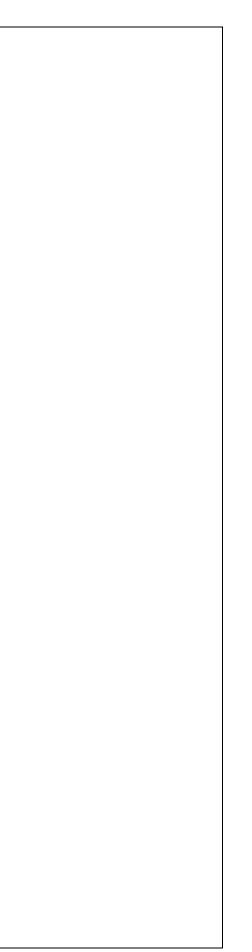
In the absence of answers within the documentation, it is reasonable to conclude that the would-be developers have an eye on the future, and permission to build up to Llangewydd Road Lane would be followed by further applications, putting pressure on the planning system for permission to cross the road and develop onwards towards the railway main line, the motorway and village of Penyfai.

It is also reasonable to conclude that the removal of a "natural" boundary is the true motive for the proposal to "pedestrianise" a portion of Llangewydd Road. There are various vague references in the documentation to "future development", and these can be taken to signal very clearly that there are longer term ambitions to put further housing to the north and west.

Testimony from residents confirms the presence of a rich stock of rural wildlife, for example: ancient trees including oaks; flora including orchids, meadow flowers, fungi, mosses, and a mix of hedgerow species which date the hedgerows in



terms of hundreds of years. As for fauna, there are regular sightings of fox, rabbit, weasel, squirrel, dormouse, hedgehog,		
frog and toad. There are bats, and a variety of birds, including birds of prey.		
Historical significance and archaeological potential are indicated by the following quotations:		
"Llangewydd Lane and Penyfai Lane on the west are ridgeways or harrow ways, and therefore carry back their origins to prehistoric times".		
- H.J.Randall: <i>Bridgend, The Story</i> of a Market Town, Johns, Newport, 1955.		
"The fee of Llangewydd with its church passed from the Scurlage family to the monks of Margam before the end of the 12 th Century."		
"In the early years of the 13 th Century, Morgan ap Caradoc ap lestyn, held the fee of Newcastle, Bridgend, and he and his heirs granted much land to Margam Abbey. Some of this land was sited in the Laleston-Llangewydd area"		
(After the Act of Dissolution of the Monasteries of 1536) "no time was wasted in the disposal of abbey lands. Sir Rice Mansel of Gower acquired the lease of a fair sized portion, which includedcoal pits at Cefn Cribwr, tithes in Penyfai, and the granges at Llangewydd".		
 A.L.Evans: Margam Abbey, published by the author, Port Talbot, 1958. 		
"The monks of Margam acquired at considerable expense a long-term lease of a knight's fee which lay close to the abbey, at LlangewyddThe monks, seeing the		
contract with the knight to be very profitable, secured a lease of the parish church and after an interval of time		



expelled the parishioners from their homes
and razed the church to the ground".

 Dr. Fred Cowley, Gerald of Wales and Margam Abbey, Margam Lectures, Friends of Margam Abbey, 1988.

"Ffordd y Gyfraith, the 'Road of the Law'... this is how the officers of the Marcher Lords would have travelled to the Welsh uplands. It is also how pilgrims went to Llangynwyd... The Ffordd y Gyfraith crosses the main Bridgend road at the east end of Laleston village. In medieval times there was a wayside cross, or pilgrim's marker standing here. You can still see the socketed base almost buried in the roadside verge."

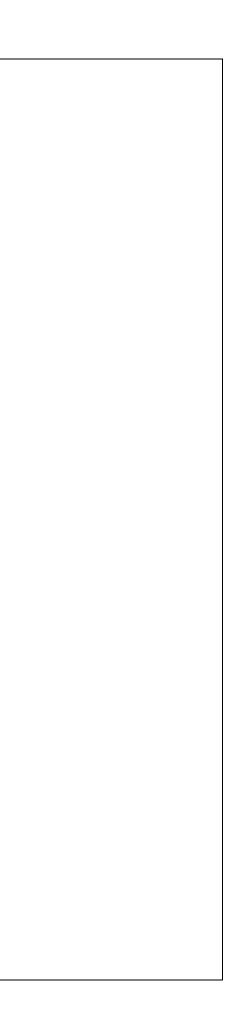
 Prof. Madeleine Gray, et.al., Laleston Stones Trail, pamphlet, Laleston Community Council and Bridgend County Borough Council, 2012.

"The requirement for more homes is not necessary. Regarding the extensive archaeological landscape that would be affected by such a development, it can only be described as significant"

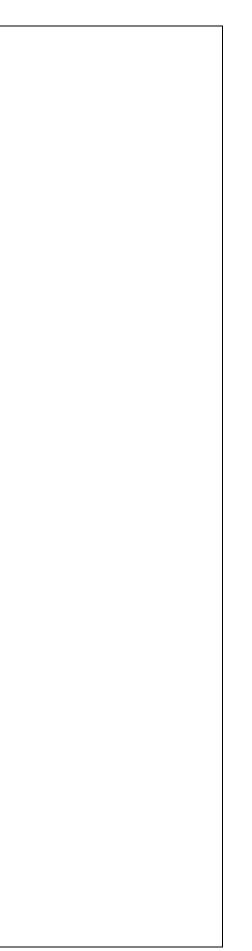
 Karl-James Langford, FSAScot, MLitt (Archaeology), PgDip (Archaeology and History), Fellow of the Society of Antiquarians. Author: *Romans in South Wales*, Archaeology Cymru Media, Barry, 2021.

Unbalanced development; pressure on infrastructure; alternatives.

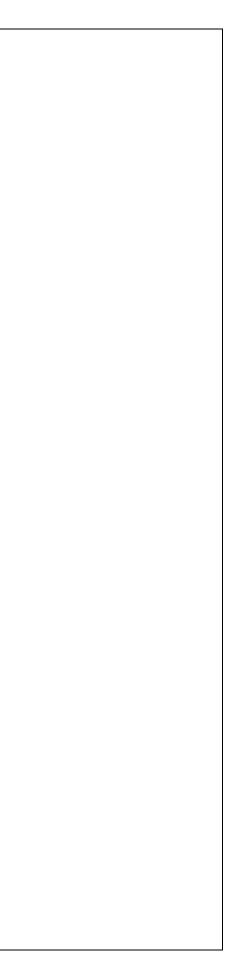
At a recent meeting between Laleston Community Councillors and planning officers, it was estimated that roughly 10,000 houses had been built in the county in recent years. Of those 10,000 over 3000 had been built within a two mile radius of the site PLA 3 (locally known as the



"Circus Field"). This is already a severe case of over-intensification.		
All five of the so-called "strategic sites" in the deposit plan are in the Bridgend constituency, none in the Ogmore constituency. Four of the five are south of the M4 (it is only the "sine wave" shape of the M4 at Pyle that puts one site just to its north).		
The north-south imbalance occurs for alleged reasons which result from previous planning decisions, largely involving out- of-town shopping areas close to the M4. The decisions that have made a motorway junction (J.36) a destination in its own right, thus contributing to the disrupting of north-south traffic flows, and apparently making the north of the county a no-go area for developers, are historic and cannot now be rectified without major expenditure from Welsh Government level. However, the imminent danger of further imbalance in the vicinity of Site PLA3 can be tackled at county level. This can be achieved by the simple method of deleting the site from the draft LDP. Deletion would help BCBC to avoid violating its own place-making ambitions and policies.		
Other correspondents will have commented at length about various infrastructure pressures. I will focus on just one.		
We are used to hearing that Bryntirion Comprehensive School is full. We have instances of families living within yards of the school who must send their children elsewhere. Recent and current housing developments have created a need for further spaces as shown here.		
Location - No. of houses Heol ty Maen (off Barnes Ave) - 200 Elm Crescent (former OCLP car park) - 5 Ysgol Bryn Castell, Phase 2 - 127 Sunnyside - 59		



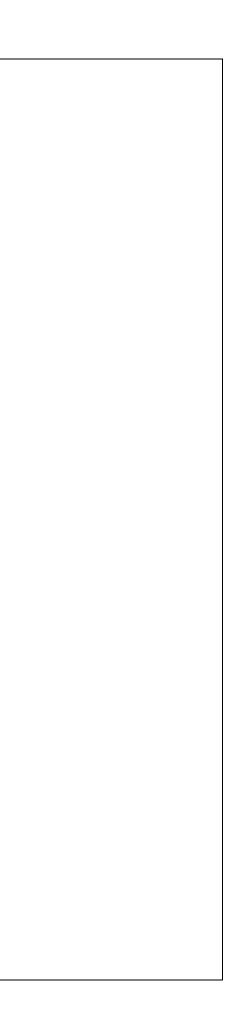
Weth Government planning uidance this is estimated to create 93 dditional students on the school roll. CBC estimates that, considering the tilisation rate for each teaching space, is will require a block of 6 additional assrooms, with additional services cluding tollets. A feasibility study is urrently being carried out, and it must be researed that planning permission is not a regeone conclusion. Neither is the utcome of a traffic assessment, which ould quite possibly conclude that highway onditions approaching the school could ot support this expansion. It summary therefore, the position is as plows: Yees, the developer is corporating a primary school on the roposed site, but where would secondary tudents go? The developer might be aquired to contribute to secondary places rough a Section 106 Agreement. But rovision at Bryntirion has yet to catch up this housebuilding under the existing LDP, and there is at the time of writing no uarantee that even this can be achieved. o plan now for yet more housing in the ame school catchment area for the next DP is just bad planning, bordering on the responsible. If highway tudents from PLA 3 ould have to be directed to schools at ther locations, at worst requiring statutory meta-to-school transport, or at best within lengthy walking distance that would	Using Welsh Government planning guidance this is estimated to create 93 additional students on the school roll. BCBC estimates that, considering the utilisation rate for each teaching space, this will require a block of 6 additional classrooms, with additional services including tolists. A feasibility study is currently being carried out, and it must be stressed that planning permission is not a foregone conclusion. Neither is the outcome of a traffic assessment, which could quite possibly conclude that highway conditions approaching the school could not support this expansion. In summary therefore, the position is as follows: Yes, the developer is incorporating a primary school on the proposed site, but where would secondary students go? The developer might be required to contribute to secondary students go? The developer and the existing LDP, and there is at the time of witting no guarantee that even this can be achieved. To plan now for yet more housing in the same school catchment area for the next LDP is just bad planning, bordering on the irresponsible. If highway capacity, budgetapy pressures, or other factors prevent further expansion at Bryntirion, then secondary students from PLA 3 would have to be directed to schools at other locations, at worst requiring statutory home-to-school transport, or at best within a lengthy waiking distance that would violate central principies of the Place Making Chanter [*] to which BCBC is committed.	TOTAL - <u>391</u> Using Welsh Government planning guidance this is estimated to create 93 additional students on the school roll. BCBC estimates that, considering the utilisation rate for each teaching space, this will require a block of 6 additional creates including tollets. A feasibility study is currently being carried out, and it must be stressed that planning permission is not a foregone conclusion. Neither is the outcome of a traffic assessment, which could quite possibly conclude that highway conditions approaching the school could not support this expansion. In summary therefore, the position is as follows: Yes, the developer is incorporating a primary school on the proposed site, but where would secondary places through a Section 106 Agreement. But provision at Bryntinon has yet to catch up with householding under the existing LDP, and there is at the time of writing no quarance that area for the next LDP is just bad planning, bordering on the stresponsible. If highway capacity, budgetary pressures, or other factors provent further expansion at Bryntinon, then secondary near treat for the next tool cathement requiring a to imary capacity, budgetary pressures, or other factors provent further expansion at Bryntinon in a lengthy walking distance that would violate central principles of the "Place Making Charter" to which BCBC is committed. Alternatives: if not here, then where? PLA3 is an example of a bad planning iste, whereas PLA2 (Sland Farm) is to be				
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areas, and a listed building (Hut 9) which will of course be protected. There is a secondary school nearby with capacity for expansion. Good active travel links to the town centre are already becoming available, and there is excellent potential for more, utilising attractive routes across Newbridge Fields, which could include a riverside walk. Land for A48 improvements has been protected and there would be Section 106 provision for road widening and junction upgrades. There is even long-term potential fairly close by (not mentioned in the plan) for a new metro station on the now disused Ford railway spur. The plan includes a primary school, and a new campus for Heronsbridge School, and there is a declared council ambition that this would become recognised as the best special secondary school in Wales. Not mentioned in the plan is the fact that relocating Heronsbridge would create a vacated brownfield site with potential for housing at Ewenny Road. Immediately

next door, at Cowbridge Road, another brownfield housing site, again not mentioned in the draft plan, is due to be created by the council-college joint project to relocate Bridgend College to what would be a council owned town centre site, at Cheapside. I therefore propose that PLA3 is deleted from the draft document and replaced by a housing allocation at a combined brownfield site at Ewenny Road and Cowbridge Road, consisting of highquality town housing including social and affordable allocations. This could focus on the smaller dwellings that are identified as a shortage on P. 29, Pr. LS11, and this would be more appropriately matched to identified needs than the PLA3 proposal.

Overall, these amendments to the development plan would serve to enhance council ambitions for the town centre, while saving green open space at Bryntirion/ Laleston for future generations, redistributing demand for school places to



	match supply more closely, prioritise brownfield over greenfield, development, and support conservation and biodiversity.		
	Deleting PLA3 would align the LDP more closely with the environmental issues identified on P.27-29 , in particular: LS1 – important landscapes LS2 – historic environment LS6 – areas with known poor air quality (the A473 at Park Streer) LS7 – highway network congestion (Bryngolau, Merlin Crescent, Broadlands A473 traffic lights, Broadlands A48 roundabout, Heol y Nant) LS10 – shortfall in affordable housing LS 11 – shortage in the provision of smaller dwellings LS14 – accessible natural open space. In a nutshell, deleting PLA 3 would help provide the right type of housing in the right places instead of the wrong type of housing in the wrong place.		
128 and 1040	Rebuttal to Allocation of COM1(2) Land at Craig-Y-Parcau and PLA 2(2) Land at Island farmIt is acknowledged that the south side of Bridgend is appealing for developers because it is a green field site that does not any require remediation costs. Island Farm and Craig-Y-Parcau, run alongside the A48 and are on the edge of the Bridgend conurbation. These plus points should not, however, obscure the other factors embedded in law by the Senedd, which must preclude extensive development on these sites.Merthyr Mawr Community Council strongly rejects the inclusion of both PLA2(2) and COM1(2) for all the reasons outlined above. It is argued that development of scale in these places would thwart Bridgend Councils stated aims regarding Biodiversity, Active travel, Preservation of Distinctive and Natural Places including	Concerns regarding site search sequence	The Replacement LDP is based on a clear spatial strategy to help realise the repriorities of the Council, whilst balancing the need to deliver future housing req Strategy prioritises the development of land within or on the periphery of sustainab previously developed brownfield sites. It continues to focus on the delivery of t allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynt regeneration priorities through their designation as Regeneration Growth Areas. T brownfield development opportunities within these settlements accords with the site in Planning Policy Wales and seeks to minimise developmental pressure on Bess agricultural land. However, given the existing LDP's success in delivering develop other settlements (notably Bridgend and the Valleys Gateway), there are limited fund opportunities remaining. Additional viable and deliverable sites (including some gr required to implement SP1, deliver affordable housing in high need areas and er future housing requirements can be realised. The justification for the Spatial Strategy is documented in the Spatial Strategy Optio Strategy is considered to best align with this Vision and also the Key Issues, Drive Specific Objectives the Replacement LDP is seeking to address. It is cons accommodating the level of growth identified in the Strategic Growth Options B delivering this growth through sustainable patterns of development that accord with placemaking principles. It will maximise affordable housing delivery in high-ne sustainable development, enable delivery of significant remaining brownfield sites search sequence and seek to minimise pressure on BMV agricultural land, subject the Sustainability Appraisal, to select an appropriate suite of proposed site allocations a

regeneration aspirations and equirements up to 2033. The able urban areas, primarily on of the brownfield regeneration ynfi Valley are still denoted as a. The ongoing commitment to site-search sequence outlined est and Most Versatile (BMV) lopment on brownfield land in further brownfield regeneration greenfield sites) are therefore ensure the County Borough's

ptions Background Paper. The vers, Strategic Objectives and onsidered most conducive to a Background Paper and also with the Planning Policy Wales' need areas, promote viable es in accordance with the site ct to site-specific assessment.

etailed in Appendix G of the as and infrastructure proposals

sites of national importance and the Well- Being of Future Generations.		to meet identified needs. Informed by this SA Report, the Candidate Site Assessment reasoned justification for the outcome of the site selection process in respect of each Plan has only proposed site allocations where capacity was clearly demonstrative respective level of growth within the settlement and/or necessary facilities and infrastrative be provided in support of the development. The final selection of proposed alloc
Island Farm, and Biodiversity In response to "The State of Nature Report" 2019 and the catastrophic declines in the Biodiversity of Wales (one of the least biodiverse in the world), the Senedd, Nature Recovery Action plan for Wales 2020-2021 states, "Maintaining and Enhancing Resilient Ecological Networks – spatial action to	Object to Land South of Bridgend (Island Farm) due to negative impacts on biodiversity, species and habitats	justification, is provided in the Candidate Site Assessment. The Strategy acknowledges that the County Borough has a rich and varied biodive species, habitats and unique, rich landscapes. Policies within the Deposit Plan have b from the existing LDP and will continue to protect the county borough's environment in policy and the Environment Act 2016. These policies cover development in the cour areas, local / regional nature conservation sites, trees, hedgerows and development, e conservation and natural resources protection and public health. For development to be soundly based on good environmental assessments, and to be well planned and environmental impact, in order to conserve and enhance biodiversity. There is clear guidance and legislation with regard to the protection of species a
deliver benefits for biodiversity, species and habitats, avoid negative impacts and maximise our well-being". "For public authorities subject to the section 6 biodiversity and resilience of ecosystems duty under the Environment (Wales) Act, maintaining		legislation, Planning Policy Wales (PPW) and TAN5 Nature Conservation and Pla statutory requirements are set out in Section 61 of the Planning and Compulsor Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2 and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Se Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN legislation.
and enhancing biodiversity in the exercise of their functions should drive the mainstreaming of action into public service delivery". And NRAP states that to recover nature we must: - build resilient ecological networks and mosaics across our whole land and seascape to safeguard species and habitats and the benefits they provide - address the root causes of biodiversity		To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Stratego biodiversity and resilience of the County Borough's ecosystems through native sp location of development, the creation of green corridors, and open space manago biodiversity and resilience considerations are taken into account at an early stage preparation and when proposing or considering development proposals. All reasonal maintain and enhance biodiversity and promote the resilience of ecosystems and the the wider social needs of local communities. Only in exceptional circumstances, when will new development be located where it may have an adverse impact on sites design for nature conservation. Robust mitigation and compensation will be provided unavoidable, in line with considered advice from statutory and advisory organisations.
loss, not just the symptoms - understand the role that nature plays in our lives, livelihoods and well-being - invest in improving our evidence and monitoring for the long term - recognise and value biodiversity in our accounting and decision making		The Environment Act (Section 6) sets out a framework for planning authorities biodiversity to provide a net benefit for biodiversity through a proactive and resilier and DNP6 of the LDP set the framework to deliver on this premise, as set out in Po (LDP) will be revised to ensure it is based on a net benefit approach to achieve these It is acknowledged that Strategic Allocation PLA2: Land South of Bridgend (Island
across sectors and portfolios - demonstrate the value we place on biodiversity through governance, and support for skills and capacity. Maintaining and Enhancing Resilient Ecological Networks (nature networks) (to reverse the decline in biodiversity		Importance for Nature Conservation (SINC) (The Island Farm POW Camp) of which land within the allocated site. PPW identifies SINC's as local non-statutory protected states that 'Although non-statutory designations carry less weight than statutory des vital contribution to delivering an ecological network for biodiversity and resilient eco be given adequate protection in development plans and the development management <i>Existing Consent</i>
(to reverse the decline in biodiversity and adapt to climate change) - Restoring and maintaining the		Existing Consent In relation to Strategic Allocation PLA2: Land South of Bridgend (Island Farm), develor commenced on this site. The Island Farm mixed use development comprising sp

sment confirms and provides h candidate site. The Deposit trated to accommodate the structure improvements could ocations, and accompanying

versity with a broad range of been refreshed and updated t in line with national planning puntryside, special landscape t, green infrastructure, nature to be sustainable, it needs to d controlled with regard to its

s and habitats recognised in Planning. The most relevant ory Purchase Act 2004, the t 2016 Section 6 Biodiversity Section 11 of the Countryside AN5 lists all the other relevant

tegy will seek to enhance the species landscaping, careful agement. It is important that ge in both development plan nable steps must be taken to nese should be balanced with here it is in the public interest, esignated for their importance d wherever this situation is ons.

es to maintain and enhance ent approach. Policies SP17 Policy 9 (NDF). Policy DNP6 ese outcomes.

and Farm) contains a Site of ich covers 14.03 hectares of cted sites. Paragraph 6.4.20 esignations, they can make a ecosystems, and they should ment process.'

elopment has already lawfully sport/leisure/commercial and

Protected Site network - Restoring and creating habitat outside protected sites to build nature networks and mosaics -Maintaining and enhancing species of principal importance for Wales"

For public bodies subject to the WFG Act, achieving the Resilient Wales goal alongside the six other well-being goals should drive delivery of action for biodiversity.

The SINC at Island Farm is home to two priority 1 European protected species, Dormice and Lesser Horseshoe Bats. It is argued that owing to issues of light pollution, predation, habitat fragmentation and loss of feeding area, the biodiversity acknowledged by the SINC status of the old POW site would be adversely affected to a high degree, by the development of 847 houses abutting it. As stated in the objectives to the LDP Review, proposals should protect local diversity, character and sensitive environments.

The presence of the SINC within the development boundary leaves it vulnerable to development at some future point particularly if it loses its SINC status when next reviewed.

Environment (Wales) Act 2016 states;

"A public authority must take account of the resilience of ecosystems, in particular the following aspects-(a) the diversity of ecosystems the connections (b) between ecosystems (c) the scale of ecosystems"

This council strongly objects to the inclusion of the SINC within the development boundary.

To embed the SINC physically and by planning boundary into a high-density housing development risks being in breach of the above act.

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.

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:

- 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;

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.

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.

5.5.39 Under the Environment (Wales) Act 2016, the Council is required to maintain and enhance biodiversity and promote the resilience of ecosystems. It is therefore essential that a balance is achieved between the need for development and the need to protect existing habitats and species which contribute to the general biodiversity of the County Borough. It is the aim of Policy DNP6 to achieve that balance between the location, design, and development layout of or redevelopment, and the need to conserve that site's biodiversity interest, whilst also taking into account the interests of any adjacent nature conservation resources.

5.5.40 The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must achieve biodiversity net gain or ecological enhancement through implementing a range of opportunities as identified within the Action Plan.

Included in the Assessment is "Merthyr Mawr Farmland, Warren and **Coastline**". This stretches inland as far as the A48 by Laleston at the far west end to include the majority of PLA2(2) at the Eastern end. "pipistrelle, lesser horseshoe bats and hazel dormice have been recorded in this area", it goes on to note "Risks to notable habitats; Rinks include Urban encroachment south from Bridgend". Both PLA2(2) and COM1(2) lie within this area and all three species are notably present at Island Farm.

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.

Ecological mitigation measures already implemented

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 Muscardinus avellanarius 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 Rhinolophus hipposideros and brown long-eared bats Plecotus auritis.

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 *Triturus cristatus* to be taking into account.

The habitat design for the consented scheme included:

- 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 next 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.

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:

The presence of a dense housing development at PLA2(2) next to the SINC is a severe threat to its value for wildlife. There is simply not enough space to provide for the wellbeing/recreation requirements of a dense housing developments and also for the space and relative peace required by the ecosystem of the SINC to flourish. The fact that BCBC has chosen to keep the SINC within the development boundary further indicates a lack of intent to support biodiversity.

Further independent advice may be sought from a professional ecologist regarding the potential pressures a dense housing development would have on this site and how best to enhance its value in the wider bio-diversity context for presentation to BCBC and the planning inspector.

DNP6: **Biodiversity**, Ecological Networks, Habitats and Species; All development proposals must contribute to biodiversity net gain and improved ecosystem resilience.... Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species.

Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where:

1) The need for development outweighs the nature conservation importance of the site:

2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts.

- 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.

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 withing 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

It is argued that the need for development does not outweigh the nature conservation of the site simply because it is said to be so. The caveat might be used simply to deflect criticism of the inclusion of both PLA2(2), as well COM1(2), the latter of which largely comprises "**semi natural woodland and wetland network**".

Regarding PLA2(2), it is argued that to protect the ecosystem of a vulnerable SINC into the future is simply not possible through mitigations in the face of a development of the density and proximity proposed. 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.

<u>Birds</u>

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

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.

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.

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.

Informed by the Sustainability Appraisal Report, the Candidate Site Assessment published to accompany the Deposit Plan confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. 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. This strong evidence base justifies selection of all proposed allocations, including Land South of Bridgend (Island Farm). The supporting independent financial viability assessment demonstrates that Land South of Bridgend can fund the necessary supporting infrastructure and 20% affordable housing provision in accordance with the needs identified in the LHMA.

5.5.6 of the LDP states "To comply with the Environment (Wales) Act 2016 (Section of Duty) the LDP strategy will seek to enhance the biodiversity and resilience of the County Boroughs ecosystems through native species landscaping and careful location of development..... Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have adverse impact on sites designated for their importance for nature conservation.

Merthyr Mawr Community Council questions the exceptional circumstances and the public interest that necessitate development on PLA1(2) and COM1(2). To develop these sites will not only negatively impact the biodiversity of the sites themselves but also the richly biodiverse area to the south which encompasses the woods and small field systems surrounding Merthyr Mawr for Question the exceptional circumstances and the public interest that necessitate development on PLA1(2) and COM1(2). which the green wedge, comprising largely of Island Farm and Craig-Y-Parcau, act as a buffer from the pressures of the urban conurbation.

It is further argued that the wellbeing of the ecosystem at Island farm SINC is intrinsic to the functioning of the biodiversity network stretching from Craig-Y-Parcau nature Reserve by Newbridge Fields down the Ogmore Valley through mixed woodland and small field systems to the SSI and SAC Merthyr Mawr Warren National Nature Reserve and the Heritage Coast.

PLA2(2) and COM1(2): Road network / active travel

Query the

discrepancy

between the

number of homes

detailed in Island

Farm's Transport

Strategic

Appraisal (733

homes) and the

allocation (847

homes).

Farm and Craig Y

Parcau due to

potential traffic

congestion,

highway safety

concerns and

insufficient

pedestrian and

cycling linkages.

The viability of

dualling of the

A48 is also

questioned

There is a serious question to be asked in relation to the number of houses. The developer's "Transport Strategic Appraisal" is working on 733 houses at 40 houses per hectare which presumably covers all the available space after the SINC, existing "nature area" including bat roost, sink holes, schools, commercial/community area, pylon corridor etc are taken out (as shown on the indicative plan). The LDP however is allocating the site for 847 houses. Merthyr Mawr Community Council questions this discrepancy and wonders where the extra 2.85 hectares is coming from.

De-allocate Island The requirement that new developments be within easy distance of town centres, as well as public and active travel networks, to help drive down emissions and curb climate change, is understood. This however does not sit well with PLA8(9), the planned dualling of the A48 from Waterton to Laleston. In actuality there is no reason to believe that car use is going to reduce although the fast take up of electric cars may well reduce carbon emissions in the long term. It is envisaged that with the 2500 odd houses planned from Parc Afon Ewenni at Waterton to Laleston, the dualling of this section will

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. This robust evidence has shown the site can accommodate 788 dwellings. The site's evidence base has been updated to reflect the number of dwellings the development is expected to deliver and an indicative masterplan has been appended to the Replacement LDP. The various transport issues relating to the proposed development have been duly considered in tandem with the Strategic Transport Assessment. This has informed appropriate mitigation for 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.

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.

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 become more of a necessity. The current and future projections of all the roundabouts are over capacity during rush hours and other busy periods. The experience of people living next to and using the road network, which also includes Ewenny Road, is often of even more hold-ups and congestion at weekends than at rush hours. It is not within the expertise of this council to comment on how the dualling of the A48 would ease congestion on the road network, but the viability and deliverability, given constraints such as the bridge over the river and the railway bridge, must be questioned. This council certainly questions the wisdom of so much development over the next 12 years along this stretch of road.

The actual ability of people to access town, shops, schools etc when the housing developments are stranded on the "wrong" side of the road, is a very real issue which is certainly not addressed sufficiently in the LDP. In order for the developer to be able to afford the contributions to the infrastructure upgrades and irrespective of the actual housing needs, it will be necessary, at Island Farm, to build a highdensity development. This is however, inimical to the requirements of, and within, the LDP with regard to Placemaking and active travel (being on the wrong side of a busy road). Residents of Island Farm have brought to the attention of this council, the danger of crossing the A48 and nearmisses at the existing pedestrian crossing signs. It is argued that this danger is bound to increase with more development to the south of the A48. It is contrary to the stated aims in the LDP to promote wellbeing. It would certainly not allow for active travel given the extensive and dangerous barrier of the A48 to both developments and would clog up existing rural lanes. The dualling of the A48 would be putting a fast road with overtaking through an urban area. This would be contrary to placemaking principles, contrary to active 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).

Reference to the proposed road dualling of the A48 has been removed from the Replacement LDP, with intentions focussed on capacity enhancements between Waterton and Laleston, A48/A473, Bridgend.

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. Welldesigned, 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 to address the rerpresentor's concerns in this respect. 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.

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).

travel and would present a serious safety issue.

Sustrans Route 88 is planned to stretch from Caerleon to Margam. The route through the Vale of Glamorgan stops at the junction of Ewenny Road and Wick Road. Neither Ewenny Hill nor New Inn Road are attractive for cycling due to relatively narrow roads and car traffic. The increase in traffic as a result of development south of the A48 will be detrimental to cycle and walking networks which both significantly improve mental and physical health outcomes.

The LDP makes a favourable comparison, in terms of traffic volumes, with the previous application for sports village and science park extension, which was granted approval. This council, whilst not being experts in traffic reports, suggests that this is far from a like for like comparison and therefore respectfully questions the inclusion within the LDP deposit consultation document, and may be seeking further expert clarification in due course to present to the Council.

It is known that nitrogen dioxide levels on the roads around Ewenny Roundabout have exceeded the legal safe limit. Increased traffic pressure on this road network will exacerbate that problem most certainly for existing residents but also potentially for the SINC, "In addition to affecting health, air quality also impacts the environment. Between 2013 and 2015. 44% of sensitive habitats across the UK were estimated to be at risk of significant harm from acidity and 63% from nitrogen deposition". states DEFRA in "UK plan for tackling roadside nitrogen dioxide concentrations".

Further information regarding this matter may be sought by Merthyr Mawr Community Council.

De-allocate Island Farm and Craig Y Parcau as the developments will exacerbate nitrogen dioxide levels on the roads around Ewenny Roundabout

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.

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.

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,

It is the view of this council that increased pressure on the road network, health service, dangers of harmful air pollution, effects on biodiversity and loss of high value food production land render SLA2(2) <u>unsustainable</u>. The potential impact on Schwyll of building a large development as well as the impact on an overloaded sewerage system should also be examined in depth for issues of sustainability.

PLA1(2) and COM1(2): Impact on "Distinctive and Natural places"

"To promote, conserve and enhance the natural, historic and built environment of the County Borough".

5.5.1 of the LDP states "The special and unique characteristics of the natural and built environment help attract investment, promote the county borough as a tourist location and provide cultural experiences and healthy lifestyles for its communities. Conserving and enhancing the natural and historic environment is therefore a key function of the LDP, although this needs to be balanced with the facilitation of sustainable economic growth in order to contribute to the national placemaking objectives of PPW."

5.5.34 For most development to integrate successfully into its surroundings, implementation of a landscaping scheme will be required. In exceptional circumstances, where development of an incompatible design or scale, or in a location not respecting of the landscape context, is necessary and acceptable, suitable mitigation measures will be required.

It is argued that 847 houses at Island Farm will most certainly be incompatible with the high landscape values and conservation and tourist attraction area to the south. It is

De-allocate Island Farm and Craig y Parcau as the number of homes will be incompatible with the high landscape values, conservation efforts, heritage assets and tourist attraction area to the south albeit that assessment was based on a very different set of proposals which could have a different impact on air quality.

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.

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.

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.

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

argued that it is not possible to mitigate against the adverse impact that a development of this size and density would have on the SLA landscape context just to the south west of PLA2(2).

"The settings of SLAs will be protected with consideration of the views from those areas to the settlements of the County Borough."

Protections should be afforded to the SLA immediately to the south/west of the Island Farm development area, New Inn Bridge, a Grade 2* listed structure and Grade 2 listed Merthyr Mawr House and gardens (CADW register of Landscapes, Parks and Gardens of Special Historic Interest in Wales) the boundary of which lies 60 metres away from the development. Island Farm lies partly within an "Area of Historic covered Landscape bv the CCW/Cadw/ICOMOS UK part 2.1 Register of Landscapes of Outstanding Historic interest in Wales/ Part 2.2 Register of Special Historic interest in Wales", one of only 58 in the whole of Wales; HLC 018 (Ogmore) immediately to the south, HLC 012 (Merthyr Mawr) and of course HLC 017 (Ochr Draw and Island Farm).

COM1(2) overlooks New Inn Bridge and abuts Merthyr Mawr Registered House and Gardens. It also abuts SLA(9) and runs alongside HLCA 018.

5.5.92 states "The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness, whilst providing for cultural experiences and healthy lifestyles." 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.

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.

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).

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.

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 so of the strategic site allocation more generally. The SA identifies relevant masterplat included in these spatial development policies to help ensure the avoidance of likely so which could otherwise occur from this development proposal. Additional masterplan de also included within Policy PLA2 to ensure site applies Good Design principles and a approach to siting, design, construction and operation in accordance with Planni principles were informed by SA findings and have been incorporated into the final D assessment scoring updated to reflect their inclusion in the Deposit Plan. The tourism 9 will also be preserved and enhanced through improved linkages and active opporture
The designation of Island Farm for 847 houses which is above the 733 presented in the developer in their Transport Strategic Appraisal, demonstrates a lack of intent to afford due protection by the planning authority, in promoting such development that would negatively impact upon the SLA to the south and west of New Inn Road. It is the view of this council that this size and density of development is in breach of the council's own policy. The sheer quantity of designations within 500 metres of both the development boundaries, PLA2(2) and COM1(2), point to the uniquely conserved landscape that it lies alongside: 3 scheduled ancient monuments, 2 grade 2 listed buildings, 2 grade 2*listed buildings, a Special Landscape Area and the Registered Park and Garden PGW (GM) 12 (BRI).	Pursue a lower density of development at Land South of Bridgend (Island Farm).	The proposed allocation is supported by detailed masterplanning work, including ar identify a realistic dwelling yield on the site's net developable area. This robust evidend accommodate a sustainable number of homes. The density and mix of uses proposed to support a diverse community and vibrant public realm, whilst generating a critical r services such as public transport, local shops and schools. In accordance with nation densities should be encouraged in urban centres and near major public transport node the site's location within the Primary Key Settlement of the County Borough and the pr Centre, this density level is therefore considered appropriate to foster sustainable comr by the proposed enhancements to the active travel network. The Council does not ag and 2) apply in relation to this proposal for the reasons outlined.
It is strongly argued that the approach to Merthyr Mawr, i.e. New Inn Road and the wide open landscapes within which it sits, is intrinsic to the sense of place and attractiveness of the Merthyr Mawr/Coastal Ogmore and Ewenny Confluence Area. It should therefore be afforded a high level of protection.		
COM 6 states: A lower density of development will only be permitted where: 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or 2) The minimum density would harm the character and appearance of the site's surroundings.		

ne sustainability performance plan development principles ely significant adverse effects n development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site rism and culture asset of Hut ortunities.

an illustrative block plan to lence has shown the site can sed is considered appropriate al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town ommunities, further bolstered t agree that COM6 criteria 1)

It is argued that, in the case of Island Farm, both (1) and (2) apply. Specifically, the character of the SLA would be degraded as would the attraction for tourism of the popular and nationally unique area of Merthyr Mawr and its surroundings which is home to 39 listed grade 2 and grade 2* listed structures and twelve scheduled monuments. These designations provide some testimony of an area of significant national historic interest, high value for tourism, and a natural resource for residents of the Bridgend area.		
In Conclusion: The development of such a large scale and density at PLA2(2) as well as COM1(2) will irrevocably change the whole character of the southern area of Bridgend and detrimentally impact on areas of extremely high quality, historic landscape that are recognised in LANDMAP designations and afforded protection via previous LDP policies. It would degrade the landscape context and deny future generations the opportunity to enjoy this unique and nationally valued area. It would also erode the value of an important cultural and tourism asset.		
PLA1(2) and COM1(2): Wellbeing of Future Generations A Resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience	De-allocate Land South of Bridgend (Island Farm) due to potential highway safety issues relating to the Dipping Bridge	
resilience A Healthier Wales: A society in which peoples physical and mental wellbeing is maximised and in which choices and behaviours that benefit future health are understood.		Strategic Policy 5: Sustainable Transport and Accessibility will ensure that develop designed in a way that minimises the need to travel, reduces dependency on the sustainable access to employment, education, local services and community faci- required to deliver, or contribute towards the provision of, active travel scheme, publ- infrastructure, and other transport measures, in accordance with the Bridgend Loc Bridgend Integrated Network Plan (See Appendix 29).
It is argued that the area from the A48 south of Bridgend to the sea is of important and precious benefit to the wellbeing of residents in the locality of Bridgend and further afield. Testament to this can be		Proposed Policy PLA2 prescribes a number of placemaking principles for Land South which are considered instrumental to achieving sustainable places, delivering social and promoting cohesive communities. Such requirements include pursuing transit- prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the

vehicles towards the Dipping County Borough achieve the mproving and expanding upon ation of active travel has been to the Active Routes detailed in the delivery of any strategic of a sustainable and healthy

lopment must be located and the private car and enables acilities. Development will be ublic transport measures, road Local Transport Plan and the

buth of Bridgend (Island Farm), bocially inclusive developments it-orientated development that tor vehicle dependency. Wellthe site to foster community

 all ages walking. New inn Bridge or the Dipping fifting as it is far more commonly known, is a haven for children and treenagers of Bridgend. It would appear that Bridgend is fairly poorly served for outdoor recreation spaces, but New Inn Bridge does much to fill that vacuum in the Summer: The trafforgreenation of a degen to treat the vacuum in the Summer: The trafforgreenation spaces, but New Inn Bridge does much to fill that vacuum in the Summer: The trafforgreenation spaces, but New Inn Bridge does much to fill that vacuum in the Summer: The trafforgreenation spaces, but New Inn Bridge does much to fill that vacuum in the Summer: The trafforgreenation and the ware and so the second state of the way reads around Merhyr Mawr are used for recreation, a fact that does not sit comfatably with the traffic increase which would accompany these developments. It is contended that, to be in compliance with the WFG Act, New Inn Road (increasingly a rat run) should be protected for future generations of walkers and cyclists. PLA(2) and COM1(2) and Sustainable tevel of which is also for the wider landscape within which it sits especially at ant or company in the strategy relies and cyclists. PLA(2) and COM1(2) and Sustainable level of growth that will facilitate the continued transformation of the Courty Borough in the strategy relies and sustainable level of growth that will facilitate the continued transformation of the Courty Borough in the strategy relies and sustainable level of normation of the Courty Borough with the Cardiff Capital Region and the Swanses and Segregation. PLA1(2) and COM1(2) and Sustainable level of growth that will facilitate the continued transformer to more widely with the Cardiff Capital Region and the Swanses and Segregation and Bridgend and Bridgend	seen in the increase in visitor numbers to the area and the vast increase in people of		orientated, healthy walkable neighbourhoods. There will be a clear emphasis on pro- cycling linkages between the site, the Town Centre and surrounding environs to a
 that Bridgend is fairly poorly served for outdoor recreation spaces, but New Inn Bridge does much to fill that vacuum in the Summer. The traffic recreasing space within the other broughout the warm weather. This is representative of the way reads around Merthyr Mawr are used for recreation, as fact that does not sit combradily with the traffic increase which would accompany these developments. It is contended that, to be in compliance with the WFG Act, New Inn Road (increasing) a rat run should be protected for future generations of walkers and cyclists to continue. PLA(2) and COM1(2) and Sustainable Proteined for facting for individual buildings, but also for the wider frastructure assets (see the conservation area of Merthyr Mawr is a delicate resource, the preservation of which is not simply a matter of caring for individual buildings, but also for the wider frastructure resource, the preservation of which is not simply a matter of caring for individual buildings, but also for the wider frastructure assets (see the conservation area of Merthyr Mawr is a delicate resource, the preservation of which is not simply a matter of caring for individual buildings, but also for the wider frastructure assets (see the conservation area of Merthyr Mawr is a delicate the continue. PLA(2) and COM1(2) and Sustainable Period (2013/1-2018/18) and Economic fieldend and sustainable level of growth that will facilitate the continue of a and biagend miting resident within the Strategic Growth Options And An	all ages walking. New Inn Bridge or the Dipping Bridge, as it is far more commonly known, is a haven for children and		concerns in this respect. In addition proposed Policy PLA2 will require the site's gree extend to Newbridge Fields, thereby capitalising on proposed active travel route INM 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Maw
Bridge does much to fill that vacuum in the Summer. The traffic resents a danger vacuum in the just to the bridge (which is increasingly frequently damaged by cars and lorines) but to the many children who play on it throughout the warrow wather. This is representative of the way roads around Merthyr Mawr are used for recreation, a tact that does not sit comfortably with the traffic increase which would accompany 	that Bridgend is fairly poorly served for		
InstructionDevelopment proposals including strategic site allocations will be expected to m Bridgend's green infrastructure network and ensuring that individual green assets a and integrated into any new development. Any Public Rights of Way will be maintain within the development as appropriate.New Inn Road (increasingly a rat run) should be protected for future generations of walkers and cyclists.Development proposals including strategic site allocations will be expected to m and integrated into any new development. Any Public Rights of Way will be maintain within the development as appropriate.PLA1(2) and COM1(2) and Sustainable Population Expansion of Bridgend 4.3.26 states: This LDP is based on a balanced and sustainable level of growth hat will facilitate the continuer transformation of the County Borough inclusive communities that connect more widely with the Cardiff Capital This period (2013/14-2018/18) witnessed sustainable population service commuter area for growth, in part linked to the number of dwelling completions across the replacement LDP seeks to continue.De-allocate Island Farm and Craig Parcau as the growth level as afe, healthy, inclusive communities that connect more widely with the Cardiff Capital minessed sustainable population growth, in part linked to the number of dwelling completions across the replacement LDP seeks to continue.De-allocate Island Farm and Craig Parcau as the griculuia land angriculural land arguitural land Bridgend with a service for arguitural land swansea4.3.27 states:Maintaining this	Bridge does much to fill that vacuum in the Summer. The traffic presents a danger not just to the bridge (which is increasingly frequently damaged by cars and lorries) but to the many children who play on it throughout the warm weather. This is representative of the way roads around		Additionally, the Council has undertaken a Green Infrastructure Assessment (See A shape the planning and delivery of green infrastructure throughout the County Bo summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also at to include green infrastructure assets (such as allotments, cemeteries, woodlands Integrated Network Maps. As such the assessment will provide a mechanism to enforms an integral and significant part of development and wider infrastructure proposed.
of walkers and cyclists to enjoy. Likewise the Conservation area of Meritry Mawr is a delicate resource, the preservation of which is not simply a matter of caring for individual buildings, but also for the wider landscape within which it sits especially the accessibility for walkers and cyclists.De-allocate Island Farm and Craig p Parcau as the growth that will facilitate the continued into a network as safe, healthy, inclusive communities that connect more widely with the Cardiff Capital Region and the Swansea Bay Region This period (2013/14-2018/18) witnessed sustainable population growth, in part linked to the number of dwelling completions across the County Borough, which the 	fact that does not sit comfortably with the traffic increase which would accompany these developments. It is contended that, to be in compliance with the WFG Act, New Inn Road (increasingly a rat run)		Development proposals including strategic site allocations will be expected to main Bridgend's green infrastructure network and ensuring that individual green assets are r and integrated into any new development. Any Public Rights of Way will be maintained within the development as appropriate.
Iandscape within which it sits especially the accessibility for walkers and cyclists.PLA1(2) and COM1(2) and Sustainable Population Expansion of Bridgend4.3.26 states: This LDP is based on a balanced and sustainable level of growth that will facilitate the continued transformation of the County Borough inclusive communities that connect more widely with the Cardiff Capital Region and the Swansea Bay Region.This period growth, in part linked to the number of dwelling completions across the county Borough, which the replacement LDP seeks to continue.De-allocate Island Farm and Craig y Parcau as the growth levels are not sustainable a loss in agricultural land and witnessed sustainable population growth, in part linked to the number of 	of walkers and cyclists to enjoy. Likewise the Conservation area of Merthyr Mawr is a delicate resource, the preservation of		
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 witnessed sustainable population growth, in part linked to the number of dwelling completions across the Cardiff and County Borough, which the replacement LDP seeks to continue. 4.3.27 states: Maintaining this 		0	considered how the County Borough's demographic situation is likely to change from
growth, in part linked to the number of dwelling completions across the County Borough, which the replacement LDP seeks to continue.commuter area for Cardiff and Swanseasustainable patterns of growth, support existing settlements and maximise viable a Cardiff and Swansea4.3.27 states:Maintaining thiscommuter area for Cardiff and Swanseasustainable patterns of growth, support existing settlements and maximise viable a 		0,	
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CountyBorough,whichthereplacement LDP seeks to continue.Swansea4.3.27states:Maintainingthis			succentration patterno or growin, support existing settlements and maximise viable and
4.3.27 states: Maintaining this the size and profile of the resultant resident labour force. This has ensured development of economic that is most appropriate to achieve an equilibrium between the number of economic	County Borough, which the		As detailed within the Employment Background Paper, the Replacement LDP evide
4.3.27 states: Maintaining this that is most appropriate to achieve an equilibrium between the number of economi	replacement LDP seeks to continue.		comprehensive range of growth options and analysed the link between different levels
I that is most appropriate to achieve an equilibrium between the number of economic	42.97 states. Maintaining this		the size and profile of the resultant resident labour force. This has ensured developr
	5		that is most appropriate to achieve an equilibrium between the number of economical

roviding safe pedestrian and b address the rerpresentor's een infrastructure network to IM-BR-49 and establishing a awr. This will facilitate a key iding a plethora of economic,

e Appendix 23) to guide and Borough. The assessment nd Children's Playing Space adopting a holistic approach ids, broad habitats) and the ensure green infrastructure osals.

aintain, protect and enhance re retained wherever possible ed, protected and/or diverted

tions Background Paper and nce within the Demographic), Economic Evidence Base

e of growth scenarios were el of growth to deliver the has been underpinned by a evidence based judgements Background Paper). This has rom 2018-2033 and informed lacement LDP identifies an ent provision that will achieve affordable housing delivery.

dence base has evaluated a els of population change and opment of a Growth Strategy cally active people remaining increase of 9.4% or 13,681 people over the plan period.

4.3.31 states: ... The strategy prioritises the development of land.... On previously developed brownfield sites.... However there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required.

It is argued that sustainability is not at the heart of this LDP. Bridgend grew by 12% in the 12 years up to 2018. The use of brownfield sites during this period allowed for this huge expansion. To do it all over again but this time largely on green fields and countryside, (approximately 230 hectares) is not sustainable in the same way. Bridgend may be prioritising brownfield sites but it is actually proposing to build on greenfield sites. The LDP states optimistically that this level of growth will support "growth of up to 500 jobs per year". Given that we are already well into that timeframe, it is assumed that the rough total in the remaining LDP period is around 6000 jobs. Given the 1600 job deficit resulting from the Ford factory closure last year, it is hard to match the projected job numbers (4400 over and above 2020), with the housing numbers and population increase (9.4% or 13,681 people). It is argued, and as hinted to above, Bridgend will therefore increasingly be used as a commuter area for Cardiff and Swansea.

The difference with this LDP is that, in order to support this continued population increase, the building is on delicate areas, such as Island Farm and Craig-Y-Parcau, on a frequently congested road network subject to excessive levels of nitrogen dioxide pollution, rather than the brownfield sites available during the previous LDP period. This is an erosion of 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 would be the opposite 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.

The Former Ford Site was also considered within the Economic Evidence Base Update (2021) and Employment Background Paper to inform proposed Policy ENT5. The Economic Evidence Base Update (2021) highlights the need to quickly turn this economic blow into an economic opportunity. This can be achieved by offering business space to existing and new businesses, whilst seeking new options to retain the recently released, yet highly skilled workforce in the local area. In order to meet these aims, enable re-development of the former Ford Manufacturing Plant site and provide additional flexibility to the employment land supply, the Update (2021) recommends considering the site as a new development opportunity. The site has scope to make a much larger economic impact (in terms of jobs supported) than the old use as a new development opportunity. As detailed in the Employment Background Paper, it is acknowledged that re-development of the site will be a challenge and extensive enabling work will be required to bring the site forward in partnership with key stakeholders. A unique approach is required in this respect and it will be necessary to enable a flexible mix of economic uses, not necessarily akin to the type and density of uses previously accommodated on the site. This will simultaneously provide a greater degree of flexibility and choice to the employment land supply. The exact nature, type and mix of uses will be subject to refinement through future Supplementary Planning Guidance (SPG), although the re-development of the site will be primarily driven through economic use(s). A flexible approach will necessary to this end, acknowledging that a mixed-use development may be necessary to maximise this economic opportunity.

The Replacement LDP is based on a clear spatial strategy to help realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. 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 justification for the Spatial Strategy is documented in the Spatial Strategy Options Background Paper. The Strategy is considered to best align with this Vision and also the Key Issues, Drivers, Strategic Objectives and Specific Objectives the Replacement LDP is seeking to address. It is considered most conducive to accommodating the level of growth identified in the Strategic Growth Options Background Paper and also delivering this growth through sustainable patterns of development that accord with the Planning Policy Wales'

the word "Sustainability" to a point of meaninglessness.

It is also noted that the agricultural land on the south side of the site was previously designated as high-quality Agricultural land, of which very little remains in the County. It also lies on land that was previously reserved for future sand and gravel extraction needs. It is likely that the high quality of the agricultural land and its potential as a mineral reserve must have been important material considerations taken into account before determining the 2009 HD application in which this area was restricted to open space/recreation and not hard edge built development.

Since no detailed planning applications (excepting the small area of the proposed Tennis Academy) have been approved in the intervening 12 years, the actual intention to build this £50 Million Sports Village must now be questioned. Reserved Matters have to be submitted within three years of an outline planning approval.

The LDP states that the "final approval of reserved matters was issued in 2015. Enabling works have been undertaken on this site and constitute a material operation, meaning that respective reserved matters permissions are extant...and....will not result in the loss of any additional BMV agricultural land, as detailed further in the BMV Agricultural Land Background Paper"

The enabling works which were granted permission 6 years after the initial outline permission was granted, comprised an entranceway and track which has never been used. It is therefore assumed that these "enabling" works were merely a means to keep the application alive and prevent the land from reverting to agricultural land, thus easing the presentation of the land into the register of candidate sites for the new LDP. placemaking principles. It will maximise affordable housing delivery in high-need areas, promote viable sustainable development, enable delivery of significant remaining brownfield sites in accordance with the site search sequence and seek to minimise pressure on BMV agricultural land, subject to site-specific assessment.

The Council has taken into account the full SA site assessment findings detailed in Appendix G of the Sustainability Appraisal, to select an appropriate suite of proposed site allocations and infrastructure proposals to meet identified needs. Informed by this SA Report, the Candidate Site Assessment confirms and provides reasoned justification for the outcome of the site selection process in respect of each candidate site. The Deposit Plan has only proposed site allocations where capacity was clearly demonstrated to accommodate the respective level of growth within the settlement and/or necessary facilities and infrastructure improvements could be provided in support of the development. The final selection of proposed allocations, and accompanying justification, is provided in the Candidate Site Assessment.

Considerable weight has been given to protecting Best and Most Versatile Agricultural Land from development (alongside other planning considerations) throughout LDP preparation and the assessment of Candidate Sites. Background Paper 15 provides more contextual analysis to clarify how this principle has been embedded into the site selection process, specifically from Stage 2 of the Candidate Site Assessment. This further justifies the proposed allocations within the Replacement LDP in this respect, alongside the SA/SEA and Candidate Site Assessment Methodology. In relation to the Island Farm Site specifically, development has already lawfully commenced on this site and re-allocation within the Replacement LDP would therefore not result in the loss of any additional BMV agricultural land. This is detailed at length within Background Paper 15. 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.

The planning history relating to this application in terms of the scope of the Reserved matters and the formal discharge of any planning conditions is being investigated.

Whatever the technical planning procedure that has been employed by the developer and is now endorsed by BCBC in the draft LDP, the land still has the same high value for food production.

This once again puts a question mark over the use of the word "Sustainable" for this site.

This Council understands that the original site proposed for the Tennis Academy was moved due to problems with sink holes despite a geo-technical survey of the site being undertaken at the time of the approved planning application. The Geo-Environmental and Geotechnical Report, produced for that application by Terra Firma (Wales) Ltd, states in the executive summary; "The geology beneath the site susceptible to is karst formation...Solution features have been observed in the south of the site." also "The south side of the site is underlain by a Major Aquifer overlain by soils (which can possibly transmit a wide range of pollutants) associated with the Carboniferous Limestone at shallow depth beneath the Lias". The water in the aquifer flows towards Schwyll (also known as the great Spring of Glamorgan) which is by far the largest resurgence in Wales and is used as a back-up supply of water for the Bridgend area. This council is concerned that building the development on an area of high permeability could lead to problems in the future with swallow holes appearing and the potential contamination of the Scwyll water Supply. Many people in Bridgend have De-allocate Island experienced difficulties in getting GP Farm and Craig y appointments and are concerned about Parcau due to

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

	that situation worsening with a further increase in population. Studies and GP surveys have highlighted the problems of GP burn-out and the huge numbers who are intending to reduce their hours or retire early in the coming year or so. This is obviously not a problem that merely Bridgend is facing, but the current intense pressures faced by the Health Service obviously does affect Bridgend and, it is argued, will worsen as the population increases and GPs are simply not available to come and work at practices here. Once again the strategy of sustainable population growth with regard to PLA1(2) and COM1(2), as outlined in the draft LDP, is questioned.	capacity	provision. As part of Stage 3 of the Candidate Site Assessment, the health board bodies were invited to provide comments in respect of those sites identified as suita and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately of healthcare services, close working relationships will continue and be maintained University Health Board. This will be key to service provision planning as site allocation progress.
124 I C B D C e D W d L L d L L d U U C U U U U U U U U U U U U U U U U	I write on behalf of Laleston Community Council (LCC) in connection with the Bridgend County Borough Local Development Plan 2018-2033 Deposit Consultation Document. LCC have examined the Deposit Consultation Document and supporting information and wish to <u>object</u> strongly to the proposed development as outlined under PLA3 – Land West of Bridgend and COM1(2) 100 Housing Allocations at Craig Y Parcau. PLA3 – Land West of Bridgend LCC understand that all development must demonstrate compliance to the criteria as listed below from a-n. Under each	proposed development as outlined under PLA3 – Land West of Bridgend	The Replacement LDP is based on a clear spatial strategy to help realise the repriorities of the Council, whilst balancing the need to deliver future housing requestrategy prioritises the development of land within or on the periphery of sustainable previously developed brownfield sites. It continues to focus on the delivery of the allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynf regeneration priorities through their designation as Regeneration Growth Areas. The brownfield development opportunities within these settlements accords with the sites in Planning Policy Wales and seeks to minimise developmental pressure on Best agricultural land. However, given the existing LDP's success in delivering develop other settlements (notably Bridgend and the Valleys Gateway), there are limited furt opportunities remaining. Additional viable and deliverable sites (including some gree required to implement SP1, deliver affordable housing in high need areas and enfuture housing requirements can be realised.
	 a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character: LCC believe that this proposal puts the wrong type of development with the wrong type of houses in the wrong location when there are far more suitable locations for development all over the borough, primarily adjoining M4 junctions 		Spatial Strategy Options Background Paper considered one such spatial option the public transport hubs and the strategic highway network (M4). The Background P strategy could result in a proliferation of sites being advertised based on their pro- network in the first instance, thereby encouraging high levels of car usage, placing p infrastructure related constraints and leading to local traffic increasingly slowing dow consequence. New residents may be less concerned with accessing existing local more emphasis on finding the fastest routes onto the major road networks. This co preponderance of car-based housing estates with little else to offer in terms of Activ connectivity opportunities. The justification for the Preferred Spatial Strategy is documented in the Spatial Str Paper. The Strategy is considered to best align with this Vision and also the Key Objectives and Specific Objectives the Replacement LDP is seeking to address. It is to accommodating the level of growth identified in the Strategic Growth Options E delivering this growth through sustainable patterns of development that accord with placemaking principles. It will maximise affordable housing delivery in high-ne

d amongst other consultation uitable for future development y control provision of primary d with Cwm Taf Morgannwg ations within the Deposit Plan

regeneration aspirations and equirements up to 2033. The able urban areas, primarily on the brownfield regeneration of Valley are still denoted as The ongoing commitment to site-search sequence outlined est and Most Versatile (BMV) opment on brownfield land in urther brownfield regeneration greenfield sites) are therefore ensure the County Borough's

M4 junctions is considered to h placemaking principles. The that directed growth to major Paper highlights that such a roximity to the major highway pressure on settlements with lown long distance traffic as a cal centres and instead place could lead to an unintended tive Travel, place making and

Strategy Options Background Key Issues, Drivers, Strategic is considered most conducive Background Paper and also th the Planning Policy Wales' need areas, promote viable

	and that the proposal should be set aside and not progressed in the	sustainable development, enable delivery of significant remaining brownfield sites in search sequence and seek to minimise pressure on BMV agricultural land, subject to
	LDP. Any large-scale housing developments need to be within	Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and community
	easy access of the M4. The only links from this site to the M4 are through Laleston, Bridgend or Broadlands, all of which are already	be required to deliver, or contribute towards the provision of, active travel scheme, provision of active travel scheme, provide a scheme of the Bridgend Integrated Network Plan (See Appendix 29).
	over congested with traffic. The logical places for large scale housing developments in the borough would be near the motorway junctions at Pencoed,	Strategic site allocations identified by policies PLA1-PLA5 detail the site-specific masterplan development principles and development requirements. Such requirement orientated development that prioritises walking, cycling and public transport use, which vehicle dependency. Well-designed, safe walking and cycling routes must be incorpute for foster community orientated, healthy walkable neighbourhoods.
	Sarn and Pyle, not on a green field site, which is the best grade of agricultural land in Wales, which is the only natural barrier between the historic village of Laleston and Bridgend's urban sprawl. Building on this site would coalesce the community boundaries of Bryntirion	Considerable weight has been given to protecting BMV Agricultural Land from deve planning considerations) throughout LDP preparation and the assessment of Car Paper 15 provides more contextual analysis to clarify how this principle has bee selection process, specifically from Stage 2 of the Candidate Site Assessment. This fu allocations within the Replacement LDP in this respect, alongside the SA/SEA and C Methodology.
	and Laleston, contrary to good planning principles.	The representor's concerns that Land West of Bridgend 'would create an undesir urbanisation' and cause further coalescence' are noted. However, a Green Wedge Re to review the existing green wedge designations in the adopted Bridgend Local Dev
b)	Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density:	and consider the need for their continuation in the emerging Replacement Bridgend 2018 – 2033. The Review considers that whilst LDP Policy ENV2: Development in successfully used for its primary objective of preventing coalescence, other policies of LDP, particularly ENV1: Development in the Countryside, have also been successful in Therefore, the Review recommends that it is not necessary to take forward the group Replacement LDP, as there are policy mechanisms included within the Deposit Plan
	This development would create an undesirable precedent for further urbanisation to south, north and west. It would move the built-up area's boundary, making further greenfield development difficult to resist. This would cause further coalescence, with Broadlands to	sufficient land for housing, define settlement boundaries and strictly control developed open space, biodiversity, landscape and the environment. In addition, as part of the p West of Bridgend, any development will be required (See Deposit Policy PLA3 – Page of retained green infrastructure and new areas of public open space as well as exploring sensitive public access to part of Laleston Meadows SINC and woodland. The proport required to maintain a strategic green corridor between the site and Laleston to retain character of these settlements whilst preventing coalescence.
	the south, Penyfai to the north, and towards Pyle in the west.	Informed by the Sustainability Appraisal Report, the Candidate Site Assessment pur Deposit Plan confirms and provides reasoned justification for the outcome of the site s of each candidate site. Identification of appropriate Sustainable Urban Extensions
	LCC believe that further housing is not necessary at this location and would like to point out that the West of Bridgend area has been the site of some 3000 new houses in recent	accordance with the Site Search Sequence and other requirements set out in F documented in supporting evidence to the Plan. This includes the Candidate Site Ass Options Background Paper, Housing Trajectory Background Paper and Minimising th Land Background Paper. The rationale for the proposed allocations within the Deposite the Candidate Site Assessment. Without exception, all proposed sites are supported by
	years. This is already a disproportionate amount. It would	and viability evidence to demonstrate their deliverability. This strong evidence bas proposed allocations, including Land West of Bridgend. The supporting indep

s in accordance with the site to site-specific assessment.

te that development must be dency on the private car and ty facilities. Development will e, public transport measures, nd Local Transport Plan and

cific requirements including ents include pursuing transitwhilst reducing private motor prorated throughout the site

evelopment (alongside other andidate Sites. Background een embedded into the site further justifies the proposed I Candidate Site Assessment

sirable precedent for further Review has been conducted evelopment Plan 2006-2021 and Local Development Plan in Green Wedges has been s contained within the extant ul in preventing coalescence. green wedge policy into the lan 2018- 2033 that allocate elopment in the countryside, proposed allocation of Land ge 71) to provide 4.1 hectares oring the provision of enabling oposed allocation will also be in the separate identities and

published to accompany the e selection process in respect ons has been undertaken in Planning Policy Wales, as Assessment, Spatial Strategy the Loss of BMV Agricultural osit Plan is clearly outlined in d by a large body of technical base justifies selection of all dependent financial viability

	be bad planning to add a further 850 houses to this area. To make this delicate site profitable, even so- called "affordable" housing would be beyond the means of most young persons.	assessment demonstrates that Land West of Bridgend can fund the necessary sup 20% affordable housing provision in accordance with the needs identified in the L provision delivered via this development will comply with the definition outlined in Te addition, the site will fund a new primary school and provide additional secondary ed exact manner in which this contribution will be employed will be determined by the Lo an appropriate point in the future to ensure effective school provision.
c)	Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development: This green wedge is the location of the Laleston Stones Trail, and the	In terms of green space and the natural environment, the Strategy acknowledges that a rich and varied biodiversity with a broad range of species, habitats and unique, rich la the Deposit Plan have been refreshed and updated from the existing LDP and will con- borough's environment in line with national planning policy and the Environment Act 2 development in the countryside, special landscape areas, local / regional nature hedgerows and development, green infrastructure, nature conservation and natural public health.
	Bridgend Circular Walk, and is a field, woodland and hedgerow system with an historical heritage. Llangewydd Road and its surrounding lane network have been identified by historians as a	As part of the technical supporting evidence base accompanying the Deposit Plan, th an updated detailed audit of existing outdoor sports and children's playspace across Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings of justifying the provision of new facilities and/or remedying local deficiencies in provision means of safeguarding and enhancing existing facilities as appropriate.
	pre-historic ridgeway, a medieval pilgrims' way, Ffordd y Gyfraith ("The Way of the Law"), and a drovers' road. There is a strong possibility of Roman and Celtic archaeology on site. This development also does not adhere to SP18: Conservation of the	Additionally, the Council has undertaken a Green Infrastructure Assessment (See A shape the planning and delivery of green infrastructure throughout the County Bo summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also act to include green infrastructure assets (such as allotments, cemeteries, woodlands Integrated Network Maps. As such the assessment will provide a mechanism to enforms an integral and significant part of development and wider infrastructure proposal.
	Historic Environment The proposed site is criss-crossed by public rights of way which have	Development proposals including strategic site allocations will be expected to main Bridgend's green infrastructure network and ensuring that individual green assets are r and integrated into any new development. Any Public Rights of Way will be maintained within the development as appropriate.
	been conscientiously maintained by the Community Council and which are highly valued by local people and visitors. Urbanising them would create a miserable aspect, which the developer's proposals for "corridors" would not mitigate. Developers would leave the site	In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site specific masterplan development principles and development requirements. Such requirements retain and provide suitable buffers to habitats, particularly hedgerows, trees (include Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation to be delivered in accordance with Policy COM10 and Outdoor Recreation Face Development Supplementary Planning Guidance.
	transferring corridor maintenance costs onto the community.	Furthermore, the Strategy recognises the importance of the Historic Environment an distinctive and natural placemaking through the planning system. The historic envir conserved and, where appropriate, promoted and enhanced. The impact of any device the system of the system.
d)	Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods.	significance and heritage values of individual historic assets, their setting and t distinctiveness and character will be required to be fully considered by applicants the heritage impact assessment and statement as part of the planning process, as outlir (See Page 208). Development Management Policy (DNP11 – See Page 210) seek
	The loss of the rich and diverse flora and fauna of the woodland,	development proposal affects a listed building or its setting, special regard must be

Example 2 Supporting infrastructure and E LHMA. Affordable housing Technical Advice Note 2. In education contributions. The Local Education Authority at

that the County Borough has th landscapes. Policies within continue to protect the county ct 2016. These policies cover re conservation sites, trees, ral resources protection and

, the Council has undertaken ss the County Borough (See is can be used as means of rision. It can also be used as

e Appendix 23) to guide and Borough. The assessment nd Children's Playing Space adopting a holistic approach ds, broad habitats) and the ensure green infrastructure osals.

aintain, protect and enhance retained wherever possible ed, protected and/or diverted

ecific requirements including ements will ensure that sites luding Ancient and/or Semiation facilities will be required Facilities and New Housing

and its's fundamental role in avironment will be protected, levelopment proposal on the d their contribution to local through the preparation of a utlined by Strategic Policy 18 eeks to ensure that, where a be had to the desirability of

fields and hedgerows is not justified preserving the building, or its setting, or any features of special architectural or historic interest which it by any commercial benefit from this possesses. development, particularly when there are brownfield sites more Regarding traffic, the Replacement LDP identifies and differentiates between the sustainability of places by suitable for such developments all defining a settlement hierarchy. This has been informed by the conclusions of the Bridgend County Borough over the borough. This is a Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflects Bridgend's historical and greenfield site which is a barrier functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and between Laleston and Bridgend, it 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 should not be built over when there are numerous suitable brownfield 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 sites across the county borough. be provided. The lane to the west of the site alongside the circus field is already Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of over-used by drivers and is sustainable transport, the Council recognises that any development growth will likely result in greater travel dangerous for walkers and cyclists demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport for this reason. This development measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) would only exacerbate this 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 problem. 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. Maximise opportunities for active e) travel and increased public transport use and promote Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure that development must be connections within and outside the 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 site to ensure efficient and equality of access for all: 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 Further road traffic would also put the Bridgend Integrated Network Plan (See Appendix 29). further strain on the A473 junctions with Elm Crescent and Heol y Nant, In terms of air quality, as part of allocation PLA3: Land West of Bridgend, the site promoter has undertaken an the traffic lights at Bryngolau, and Air Quality Assessment to assess the impact of the proposed development and subsequent increased traffic the A48 Broadlands roundabout. emissions arising from the additional traffic on the AQMA of Park Street. The overall operational air quality effects of the development are judged to be non-significant and have been shown to be acceptable, with concentrations which is already strained for capacity. This development would being well below the air quality objectives. inevitably lead to further traffic driving through the village of In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced (See Appendix Laleston to access the A48 and 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 thereby the M4. not proceed. Such infrastructure includes transport, education, health, environmental management, utilities in Minimise opportunities for crime to addition to community and cultural infrastructure. In relation to water and sewerage in particular, the Council has f) be generated or increased, whilst maintained dialogue with Dwr Cymru Welsh Water throughout plan preparation. All strategic sites will invariably promoting community safety in require water and sewerage infrastructure improvements which may need to be funded by developers if the sites accordance with Secure by Design are to progress in advance of potential regulatory investment. In relation to Land West of Bridgend specifically, Dwr Cymru Welsh Water have confirmed that there should be no issue with Penybont (Merthyr Mawr) WwTW principles: accommodating the foul-only flows from this development, although owing to the number of units proposed on the site, a hydraulic modelling assessment will likely be required (relating to water supply and the sewerage No comment. network) to determine the level of reinforcement works required. Continued engagement with the landowners, Avoid or minimise noise, air, and developer and Dwr Cymru Welsh Water will be facilitated to further discuss the requirements on this site. **g**) soil and water pollution:

LCC highlight that further along the A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP.	In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP proces to ensure the level and spatial distribution of growth proposed was clarified to help fa provision. As part of Stage 3 of the Candidate Site Assessment, the health board bodies were invited to provide comments in respect of those sites identified as suita and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately of healthcare services, close working relationships will continue and be maintained University Health Board. This will be key to service provision planning as site allocation progress.
Incorporate methods to ensure the site is free from contamination (including invasive species):	
No comment.	
Safeguard and enhance biodiversity and integrated multi- functional green infrastructure networks:	
The site has an inherently rural aspect, it forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough.	
Make sustainable use of natural resources, including land and water, and adopt circular economy principles that:	
i. prioritise locally sourced construction materials to help reduce transport emissions	
II. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the	
	 A473, air quality testing in Park Street reveals it to be one of the most polluted locations in the county. Generating more traffic to use the A473 violates the sustainable development principles contained in the draft LDP. Incorporate methods to ensure the site is free from contamination (including invasive species): No comment. Safeguard and enhance biodiversity and integrated multi- functional green infrastructure networks: The site has an inherently rural aspect, it forms a green wedge bordering a ward that is officially rural, and a ward that is officially urban. The overall effect would be the urbanisation of the entire district. Urbanisation would violate the council's objective of maintaining and enhancing the natural resources and biodiversity of the county borough. Make sustainable use of natural resources, including land and water, and adopt circular economy principles that: i. prioritise locally sourced construction materials to help reduce transport emissions ii. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the

een engaging with Cwm Taf cess. Early meetings were held of facilitate alignment of service and amongst other consultation suitable for future development ly control provision of primary ed with Cwm Taf Morgannwg cations within the Deposit Plan

No comment.	
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k&l) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected:

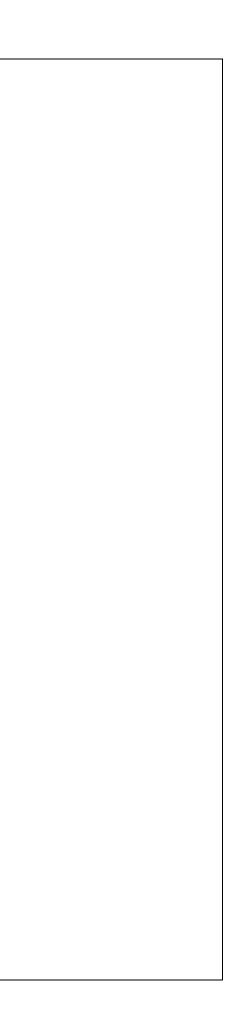
and

Incorporate appropriate arrangements for the disposal of foul sewage, waste and water:

Infrastructure is not in place to support further development. The local comprehensive school, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further of Bryntirion expansion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed.

m) Respond to the climate emergency by:

 Reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniques
 Protecting and increasing the resilience of both



	 ecosystems and communities to address the inevitable effects of climate change; and No comment. n) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development. No evidence has been produced to show that the commercial benefits of building at this location would more than outweigh the loss of positive social value of the site in its current condition. Overall, there would be a severe loss of visual, pagial and public amonity 		
	social and public amenity.		
1040	 COM1(2): Housing Allocations at Craig Y Parcau Council would like to outline issues of concern to the wider community as a result of the development proposal for an additional 110 houses: Although Broadlands is a large housing estate on the edge of a town, it has a rural aspect that this development would ruin. Any additional houses would devastate the street scene that the community has established. Traffic and parking in this area is already challenging and the proposed development will lead to additional traffic generation in the area, during and after construction, which will inevitably have a correlating negative effect on road safety for the nearby residents as well as the local primary school and its pupils. Infrastructure is not in place to support further development. The local comprehensive school, for 	Object to the proposed development as outlined COM1(2) Craig Y Parcau	Informed by the Sustainability Appraisal Report, the Candidate Site Assessment p Deposit Plan confirms and provides reasoned justification for the outcome of the site of each candidate site. Identification of appropriate allocations has been undertaken Search Sequence and other requirements set out in Planning Policy Wales, as evidence to the Plan. This includes the Candidate Site Assessment, Spatial Strategy Housing Trajectory Background Paper and Minimising the Loss of BMV Agricultura The rationale for the proposed allocations within the Deposit Plan is clearly out Assessment. Without exception, all proposed sites are supported by a large boc evidence to demonstrate their deliverability. This strong evidence base justifies allocations, including Craig Y Parcau. Regarding traffic, the Replacement LDP identifies and differentiates between the defining a settlement hierarchy. This has been informed by the conclusions of the Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflect functional settlement pattern and seeks to achieve more sustainable places in a num type of growth apportioned to settlements is dependent upon their individual roles, fu the settlement hierarchy. This is to ensure the Replacement LDP and spatial str Background Paper 3: Spatial Strategy Options) directs the majority of growth toward from good infrastructure including transport networks, services and facilities, or wh be provided. Whilst developments should be encouraged in locations which reduce the need to tra- sustainable transport, the Council recognises that any development growth will lii demand, and that increased traffic levels and congestion is likely to occur if appr measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed lex within the LDP can be

t published to accompany the te selection process in respect en in accordance with the Site as documented in supporting gy Options Background Paper, ural Land Background Paper, utlined in the Candidate Site ody of technical and viability es selection of all proposed

he sustainability of places by he Bridgend County Borough ects Bridgend's historical and umber of ways. The scale and functions and positions within strategy (See Appendix 43 – ards areas that already benefit where additional capacity can

travel and promote the use of likely result in greater travel propriate mitigating transport ssessment (See Appendix 36) le and inform the process of npact of these proposals. The level of development detailed itable mitigation.

	example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Section 106 contributions from a developer would therefore be futile for this purpose. Sending children from the proposed site to other comprehensive schools would violate the local place making principles stated in the draft LDP.		Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depended enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29). In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses of not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure. The supporting independent fin demonstrates that Craig y Parcau can fund the necessary supporting infrastruc- ucture and contributions. The exact manner in which this contribution will be employed Local Education Authority at an appropriate point in the future to ensure effective sc
131	"Pencoed Town Council specifically wishes to raise the importance of the provision of new /updated educational facilities within Pencoed and in particular to the construction of a 21st Century School on the existing Pencoed Comprehensive School site. Such new facilities to include leisure and sporting facilities for the Wellbeing and benefit of the Communities it would serve. The Council trusts that the LDP will commit to this".	Provision of new/updated educational facilities within Pencoed is important	As part of PLA4: Land East of Pencoed, 2.3 hectares of land to accommodate a 1.4 with co-located nursery facility and a financial contribution to nursery, primary, second provision as required by the Local Education Authority. The financial contribution (in thereof) will be secured through Section 106 Planning Obligations in accordance wand Residential Development SPG. The school will be accessible to new and eximodes, enabled by the development. The Replacement LDP will provide the framework for any future development Comprehensive School site, should such a scheme come forward as part of Bridgene (BCBC) ongoing School Modernisation Programme.
71	schools, health care, roads, shops, green open safe places. Policing and Fire Service provision . Not just houses, houses and more houses. Our children should not need to travel to school at huge expense to the Council for home to school travel	Concerns regarding infrastructure	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been p a single schedule of all necessary infrastructure without which the development anticipated quantum of proposed housing/employment uses within the plan perior infrastructure includes transport, education, health, environmental management community and cultural infrastructure. The Deposit Plan proposes a number of strategic urban extensions. This is necess communities that will incorporate a mix of complementary uses and deliver infrastructure and/or provide new supporting infrastructure. Indeed, this latter factor the school capacity issues across the County Borough and the need for new strat enough in scale to support provision of a new primary school as a minimum. Sustair are allocated where they can best support the Replacement LDP Vision and Obj delivering mixed use development at a scale that will enhance communities. In Sustainable Urban Extensions has been undertaken fully in line with the Site Sea Sequence and other requirements set out in Planning Policy Wales, as documente the Plan. This includes the Candidate Site Assessment, Spatial Strategy Option Minimising the Loss of BMV Agricultural Land Background Paper.

are that development must be adency on the private car and hity facilities. Development will e, public transport measures, and Local Transport Plan and

een produced (See Appendix ut which the development of s within the plan period could ental management, utilities in financial viability assessment ructure including appropriate byed will be determined by the school provision.

1.5 form entry primary school ondary and post-16 education (including timing and phasing e with the Education Facilities existing residents by all travel

ent on the existing Pencoed and County Borough Council's

n produced. The IDP provides ent of allocated sites for the riod could not proceed. Such ent, utilities in additional to

cessary to create sustainable er improvements to existing or is particularly notable given trategic sites to be significant ainable Urban Extension sites objectives and are capable of Identification of appropriate earch Sequence Site Search ted in supporting evidence to ions Background Paper and

Title:	Do you have any comments to make on the D	Peposit Replacement	LDP?
ID	Comment	Summary of	Council response
		changes being	
47	I have planning concerns related to the	sought/proposed Concerns	Comments noted. The Deposit Plan has been underpinned through the identification
47	Sandy Bay development as follows: 1.	regarding	scale of economic growth and housing provision, all of which have been based upo
	Highways a. The highways implications for	Strategic	based judgements regarding need, demand and supply factors (See Appendix 4)
	joint Salt Lake/Sandy Bay developments	Allocation PLA1:	Preferred Strategy Strategic Growth Options). A range of growth scenarios across the
	are not addressed in the RLDP. Porthcawl	Porthcawl	period have been analysed and discussed within the Strategic Growth Options Ba
	has two arterial entrances to Town. One via	Waterfront /	considered how the County Borough's demographic situation is likely to change from
	the A4229 onto the dual carriageway and up	consultation	the most appropriate response for the Replacement LDP. As such the Replacement
	to Portway roundabout. The other A4106		appropriate plan requirement to enable a balanced level of housing and employment
	which splits at Dan y Graig roundabout to		sustainable patterns of growth, support existing settlements and maximise viable affor
	take traffic to the East of Porthcawl via		
	Bridgend Road or via Newton Nottage Road		The distribution of growth is further evaluated and justified in the Spatial Strategy C
	to serve access the Town Centre and the		(See Appendix 43 – Background Paper 3). The strategy prioritises the development
	seafront and promenades by joining the		periphery of sustainable urban areas, primarily on previously developed brownfield
	dual carriageway through to Portway		on the delivery of the brownfield regeneration allocations identified in the existing
	roundabout. i. Portway roundabout. Under		Maesteg and the Llynfi Valley are still denoted as regeneration priorities through
	the proposed scheme traffic entering		Regeneration Growth Areas. The ongoing commitment to brownfield development
	Porthcawl from the A4229 and the majority		settlements accords with the site-search sequence outlined in Planning Policy Wal
	of traffic entering from the A4106 will use		developmental pressure on Best and Most Versatile (BMV) agricultural land.
	the dual carriageway and converge on		The Deplecement I DD expertience quetainship growth towards sottlements that alter
	Portway roundabout. The Portway		The Replacement LDP apportions sustainable growth towards settlements that alread
	roundabout will have to provide entrance and exit for: • All traffic entering and exiting		services, facilities and employment opportunities and are most conducive to e development. As such, a Settlement Assessment has been undertaken (See Ap
	the new foodstore. • All traffic entering or		sustainable settlement hierarchy. Based upon the consideration of a comprehension
	exiting Hillsboro/Dock Street car park (the		Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of s
	only central visitor car park left in		growth, demonstrating capacity for sustainable growth based on its accessibility, as
	Porthcawl). • Domino's Pizza House, • The		employment provision in the context of its existing population base.
	Town Centre and Coop and John Street car		
	parks. • New housing and businesses on		The plan preparation has involved the assessment of 171 sites. Each candidate site h
	Salt Lake, • Any new hotel developed as		the criteria in the Candidate Site Assessment Methodology which was previously cons
	envisaged. • The harbour and		13 - Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment
	café/restaurants. • The promenade • The		based on any specific issues they raised in terms of their deliverability, general location
	Esplanade • To enter and exit a new road		existing use(s), accessibility, physical character, environmental constraints and opp
	through to 900 new houses and other		were asked to prepare and submit a number of technical supporting studies
	activities proposed for Sandy Bay. b. Traffic		deliverability, sustainability and suitability. Proceeding this detailed assessment,
	entering Porthcawl from either the A4229 or		appropriate were included for allocation in the Deposit Plan.
	the A4106 taking the Bridgend Road route		
	to the east of Porthcawl will reach a		As part of the proposed allocation of Porthcawl Waterfront, development will be
	bottleneck at the Newton coop roundabout		requirements including masterplan development principles and placemaking principles
	at the junction with New Road. This junction		PLA1 – Page 63). The provision of new residential units, including affordable dwellin
	serves: • The busy shopping precinct built		of other vital regeneration requirements comprising flood defences, public open space
	actually at the roundabout. • Access to		travel links plus education, retail and community facility provision.
	properties on New Road. • The only access		In terms of transport the Council recognizes that any development growth will be
	point to Parkdean Holiday Park with 2000		In terms of transport, the Council recognises that any development growth will like
	caravans welcoming over 300,000 visitors		demand, and that increased traffic levels and congestion is likely to occur if appro
	each year. • In terms of traffic then		measures and infrastructure are not delivered. Therefore a Strategic Transport Asset
	proceeding from this junction along New		has been undertaken to consider the impact of plan proposals and help guide a

ation of the most appropriate upon well informed, evidence 42 – Background Paper 2: the whole Replacement LDP Background Paper. This has rom 2018-2033 and informed lacement LDP identifies an ent provision that will achieve affordable housing delivery.

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ant opportunities within these Vales and seeks to minimise

ready benefit from significant enabling transit orientated Appendix 19) to establish a nsive range of variables the f supporting regeneration-led availability of amenities and

e has been assessed against onsulted upon (See Appendix ssment, sites were examined ation, neighbouring land uses, opportunities. Site promoters s to demonstrate the site's at, only those sites deemed

I be subject to site-specific inciples (See Deposit Policy lings, will enable the delivery ace, leisure, enhanced active

likely result in greater travel propriate mitigating transport sessment (See Appendix 36) and inform the process of

	Road to access the proposed Sandy Bay	delivering land allocations by means of modelling and quantifying the transport impa
	development from the east this is	technical notes accompanying this assessment demonstrate that the proposed lev
	completely impractical due to New Road	within the LDP can be accommodated within the BCBC Highway Network with suitable
	being 'single Lane' for most of its length due	
	to resident parking. 2. The Sandy Bay	In terms of Porthcawl Waterfront, Policy PLA1 (See Page 63) of the Deposit Pla
	proposals in terms of housing is over	requirements including masterplan development principles and development require
	intensification in terms of housing and as	include a new roundabout and link road to enable access to the Sandy Bay deve
	presented is an unneighbourly development	improvements will also be required to ensure that the principal point of vehicular acce
	negatively impacting upon established	Portway roundabout. Off-site highway improvements will also be required of which the
	green space and natural habitat. 3.	requirements arising from the Transport Assessment and as identified in the Tr
	Insufficient play or leisure space. 4.	Schedule.
	Removes last available open space to	
	support the Seaside Towns current events	Furthermore, Policy PLA1 will require on-site and off-site measures to provide good
	calendar and prevents potential for growth	safe and accessible pedestrian and cycle linkages in accordance with Active Travel
	in tourism offer. 5. The development is of a	must be provided along the waterfront, to connect with the Eastern Promenade, P
	scale, at circa £300m which could have a	Porthcawl Comprehensive School. Connections must be made to the existing active
	negative effect on employment rather than	routes should be provided to accord with the proposed routes within the Council's A
	an increase in economic activity as it	POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, IN
		INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.
	encourages becoming a dormitory town	INIVI-FOR-24, INIVI-FOR-25, INIVI-FOR-20 and INIVI-FOR-26.
	where residents live here but travel	In terms of the Condu Dev presents and interstition of housing the design
	elsewhere to work. I am therefore strongly	In terms of the Sandy Bay proposals and intensification of housing, the design
	opposed to the development of housing as	development will be higher (and therefore denser) closer to the seafront (particul
	proposed for Sandy Bay. Observation.	lower/less dense development toward the middle, northern and eastern peripheries of
	Given the scale of importance of this	
	consultation document I wish, on behalf of	The following factors have also been considered in determining the appropriate dense
	myself and the dozens of residents who	
	have contacted me, to strongly object to the	 The capacity of existing and proposed roads and junctions;
	way in which the consultation is being run.	 The provision of parking in the area and in the town as a whole;
	The fact that it is an on-line document, not	 The impact upon local services and schools;
	written in plain language with a very short	 Especially the changes that any increased numbers of properties would hat
	consultation window. In addition residents	town; and
	are being consulted about proposals for	 The key Government objective to optimise housing densities on brownfield sit
	Sandy Bay when the Authority is not in a	
	position to take on board ideas or views	This careful examination of all the relevant factors suggest that the anticipated numb
	from anyone, resident or otherwise because	within the regeneration area, while ensuring that appropriate and useful areas of op
	it is already committed on the part of the	and there is comprehensive regeneration involving numerous other activities and uses
	Authority to being a commercial	
	development enshrined in a joint agreement	The Council have also commissioned consultants to undertake a Landscape/Seasca
	with a private landowner.	the proposed regeneration. The appraisal assesses the proposed land use, s
		parameters. The assessment concludes that the development would not have a
		Landscape/Seascape of Porthcawl, subject to appropriate design responses bein
		design stage. The assessment recognises that the development offers to impose a dr
		across an extensive area, replacing areas of dereliction with new or enhanced access
		quality buildings and facilities. Further detailed assessments and considerations will
		influence the design of the development, including a detailed landscape and visual
		in identifying detailed mitigation of adverse effects.
		In terms of open space and recreation, it's acknowledged that such provision is cons
		and well-being, therefore the development should aim for standards in excess of the
		space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate
L		

pact of these proposals. The evel of development detailed table mitigation.

Plan details the site-specific irements. Such requirements velopment parcels. Highway ccess for a foodstore is off the n they must has regard to the Transport Measures Priority

od quality, attractive, legible, vel design. Improved linkages Porthcawl Town Centre and ve travel route 4084 and new s ATNM: INM-POR-01, INM-INM-POR-22, INM-POR-23,

ign philosophy ensures that cularly toward the west) with s of the site.

ensity level for the site:

have on the character of the

sites.

nber of units can be provided open space are established; ses within the waterfront area.

scape and Visual Appraisal of storey height and density e an adverse impact on the eing incorporated at detailed dramatic and positive change ssible open spaces and highvill be undertaken, in order to al assessment that will assist

nsidered important for health he minimum. In terms of open ate Green Infrastructure and

Approximately 500 representors were contacted, provided with details of how consultation documents and how to respond. As the consultation progresse were been informed of and added to the database upon request.
(depending on their preference) to inform them of the availability of t Approximately 500 representors were contacted, provided with details of how consultation documents and how to respond. As the consultation progresse

Policy COM10 and Outdoor dance.

legislation and guidance and ner technical documents. The to technical or jargonistic but companied by an easy read to meet the guidance set out

It is also considered that the set out in the Development

as held from 30th September was required to consider all ng the content of the deposit – Preferred Strategy & Initial embers of Council.

e Deposit public consultation weeks in order to maximise part of a process of building a sultation methods were used ith the CIS. These methods

via Bridgend County Borough were able to complete an

, including every library in the s. The reference copies were and, although by appointment ard copies of the survey form to complete by hand.

e public were able request a a £25 charge for a hard copy ge document.

as notified by letter or email f the Deposit Consultation. ow to access the package of ssed, additional representors

agement events for all Town

media posts were released rent thematic areas / parts of

195	The ultimate test of soundness of the LDP	Concerns	 Planning Officers have presented the consultation remotely to established words Bridgend Community Cohesion and Equalities Forum and Youth Forum. In place of face to face public drop in sessions, representors were able to be appointments with planning officers to discuss any queries/concerns they may to do this by emailing ldp@Bridgend.gov.uk or telephoning 01656 643633. Posters were sent to all Town and Community Councils to display on their not The Council will also be going out for public consultation shortly on the Placema Porthcawl. Comments noted. The Deposit Plan has been prepared in accordance with Welsh
195	The ultimate test of soundness of the LDP rests with its compatibility with its visions and objectives. I Brian Jones am of the opinion that BCBC's intention to build in excess of 1,115 dwellings within Porthcawl will not encourage tourism nor will it achieve the overarching aspiration to create a premier seaside resort of significance. Most tourists to Porthcawl arrive by cars via Junction 37 off the M4 and use Salt Lake as a car park which currently holds over 1,000 cars. The loss of Salt Lake as a car park which currently holds over 1,000 cars. The loss of Salt Lake as a car park will deter visitors to Porthcawl, as they will be unable to park and will find it easier to just travel to the next M4 Junction and visit Aberavon. The concept of using the lack of car parking as a deterrent for people using cars to travel is admirable, but ill-conceived and does not take into consideration the rapid move away from fossil fuels to power cars, the future will see electric and hydrogen cells powering cars which will still need a place to park. The majority of employment in Porthcawl is tourism related, the draft LDP will only provide 40 jobs at the proposed Aldi store. Urbanisation by building in access of 1,115 dwellings will not increase tourism and therefore not increase employment. Visions and Objectives relating to Porthcawl NR3 Porthcawl, in its pivotal position on the Swansea Bay waterfront, should maintain and enhance its role as a vibrant and distinctive tourism and leisure destination. LS16 The Porthcawl Waterfront Regeneration Site will need to be delivered to revitalise the town as a	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront	 Porthcawl. Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and re underpinned by robust evidence to ensure that plans are effective and deliverable and as defined in national policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned through the identification of the most app growth and housing provision, all of which have been based upon well informed, eregarding need, demand and supply factors (See Appendix 42 – Background Pastrategic Growth Options). A range of growth scenarios across the whole Replacern analysed and discussed within the Strategic Growth Options Background Paper. Th County Borough's demographic situation is likely to change from 2018-2033 and inforesponse for the Replacement LDP. As such the Replacement LDP identifies an apt to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy 0 (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities throe Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa development. As such, a Settlement Assessment has been undertaken (See Ap sustainable settlement hierarchy. Based upon the consideration of a comprehens Replacement LDP will maintain Porthcawl's role as a Main Settlement capable of s growth, demonstrating capacity for sustainable growth based on its accessibility, a employment provision in the context of its existing pop
	premier seaside resort OBJ 1d To realise the potential of Porthcawl as a premier seaside and tourist destination by prioritising the regeneration of its waterfront and investing in key infrastructure. This will		existing use(s), accessibility, physical character, environmental constraints and op were asked to prepare and submit a number of technical supporting studies deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan.

working groups, including the

book one to one telephone ay have had. They were able

otice boards.

naking Strategy prepared for

sh Government Development revise a development plan, nd contribute to placemaking,

propriate scale of economic evidence based judgements Paper 2: Preferred Strategy ement LDP period have been This has considered how the nformed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ant opportunities within these Vales and seeks to minimise

ready benefit from significant enabling transit orientated Appendix 19) to establish a nsive range of variables the supporting regeneration-led availability of amenities and

e has been assessed against onsulted upon (See Appendix ssment, sites were examined ation, neighbouring land uses, opportunities. Site promoters s to demonstrate the site's at, only those sites deemed

also improve the attractiveness of the town	As part of the proposed allocation of Porthcawl Waterfront, development will b
as a place to live and work, while enhancing	requirements including masterplan development principles and placemaking princ
the vibrancy of the town centre. Porthcawl	PLA1 – Page 63). The provision of new residential units, including affordable dwelling
4.3.13 The key to the areas success is to	of other vital regeneration requirements comprising flood defences, public open space
balance the nature of the development	travel links plus education, retail and community facility provision.
proposed with the interests of tourism and	
that of the environment. PLA1 Porthcawl	A Placemaking Strategy has been developed and produced of which provides the
Waterfront – 1,115 Units. Porthcawl Town	broader vision for Porthcawl; which aims to create a premier seaside resort of region
Centre – 5.4.50 Porthcawl has been the	comprehensive regeneration of this key waterfront site. It proposes a sustainable
focus of long-established plans for tourism-	complementary land uses across the area. It also proposed to retain and improve upo
led regeneration focused along the	space within Griffin Park, whilst creating significant new areas of open space along the
waterfront. Tourism 5.4.127 Future Wales	with high quality active travel routes that traverse the entire site between the harbour
emphasises the importance of tourism as a	development of the waterfront in this manner will improve the attractiveness of the to
part of the foundational economy A key	work, enhance the vibrancy of the Town Centre and deliver wider socio-economic ben
objective of the Welsh National Marine Plan	settlement of Porthcawl to thrive and prosper.
is to 'recognise the significant value of	
coastal tourism and recreation to the Welsh	In terms of Salt Lake, development will include a new food store, residential (inclu
economy and well-being and ensure such	supporting commercial uses and leisure. With regards to leisure, an area north of the
activity and potential for future growth are	will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel facili
appropriately saefeguarded'. 1. To produce	site could provide an alternative form of leisure/tourism/commercial, year round
high quality sustainable places. 1c. To	Furthermore, the comprehensive enhancement of the Eastern Promenade with ne
realise the potential of Porthcawl as a	better landscaping provides an exciting opportunity to create an area that will not only
premier seaside and tourist destination	also act, with others, to set a quality benchmark which will also need to be achieved
which capitalises on the regeneration of its	
waterfront. 1.19 Porthcawl Regeneration	Mixed-use development will be encouraged throughout the development. Commerci
Area COM1(25) This 48 hectare brownfield	on the ground floor if there is market demand for such uses. Retail uses, restaurants an
waterfront site provides a significant	encouraged. This mix of uses will help bring life and vitality during the day and into the
opportunity through comprehensive	
regeneration to transform Porthcawl into a	Sandy Bay will accommodate public open space, residential, education provision an
premier seaside resort. 4.16 Porthcawl has	open space, Policy PLA1 requires development of Porthcawl Waterfront to incorporate
been the focus of long-established plans for	Outdoor Recreation Facilities of which are to be delivered in accordance with Po
tourism-led regeneration focused along the	Recreation Facilities and New Housing Development Supplementary Planning Guida
waterfront. Porthcawl benefits from primary	
road connections to the wider strategic road	Additionally, there are plans for creating new facilities at Cosy Corner, including com
network (M4). 3. Vision and Objectives	creating employment opportunities. The plans for Cosy Corner include an all-new sto
Regeneration led growth will also be	which will feature new premises suitable for retail and start-up enterprises. The counc
channelled towards Porthcawl through	meeting space for community use, a parade square for the Sea Cadets and an office
redevelopment of its waterfront to capitalise	well as changing facilities for users of the nearby marina. If funding allows, plans a
on the towns role as a premier seaside and	enhance the scheme with new landscaping, public seating, a children's play area and a
tourist destination. Several key issues and	of providing comfortable outdoor shelter from rain and the sun.
drivers of the Replacement LDP, notably	
NR3 and LS16, highlight the importance of	Strategic Policy 16: Tourism and supporting development management polici
maintaining and enhancing Porthcawls role	development. The LDP will also provide the framework for the provision and protect
as a vibrant and distinctive tourism and	quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the C
leisure destination through redeveloping the	thereby contributing to the Aims and Priorities of the Bridgend County Destination
waterfront regeneration area and	2022) (See Appendix 30).
capitalising on its pivotal position on the	
Swansea Bay waterfront. This society	In terms of car parking, it's acknowledged that a sound and robust parking strategy wi
strongly objects to the removal of the green	of the regeneration. As part of the strategy, the site will accommodate a new multi stor
wedge policy as it is protection against	Hillsboro car par enabling more ground floor space to be given over to public

be subject to site-specific nciples (See Deposit Policy lings, will enable the delivery ace, leisure, enhanced active

he framework to deliver the onal significance through the le distribution and variety of upon areas of attractive open g the seafront, supplemented our and Trecco Bay. Physical e town as a place to live and enefits that allow the broader

cluding affordable housing), the harbour within Salt Lake cility is not delivered then the und, wet-weather attraction. new buildings, facilities and nly enhance the frontage but d elsewhere.

rcial units will be considered and cafes will be particularly the evening.

and commercial. In terms of rate Green Infrastructure and Policy COM10 and Outdoor dance.

ommunity facilities whilst also stone and glass-clad building ncil also wants to create new ice for the harbour master as are in place that will further d a canopy structure capable

licies will promote tourism tection of well-located, good County including Porthcawl, on Management Plan (2018-

ust parking strategy will be critical to the success nodate a new multi storey car park on the existing given over to public realm and development.

	urban sprawl. "Proposed green wedges – The replacement LDP will not feature a green wedge policy, therefore proposals for green wedge review background paper). Site area (Ha) Candidate site ref No. Settlement Hierachy category proposed use of site Dan-y-graig avenue (Land east of) 5.21 182.C1 Porthcawl Newton Green Wedge." This referral to the Marine Centre should be removed as it is no longer viable. 4.25 Some substantial improvements to Porthcawls waterfront leisure offer have already been delivered or received planning approval The Porthcawl Maritime Centre was approved in November 2018 and will provide and will include a coastal science and discovery centre, café, wine bar, roof terrace and microbrewery. I Cllr Brian Jones reject the Draft Replacement LDP in relation to the development of Porthcawl as the outcome will not deliver the overarching aspiration to create a premier seaside resort of regional significance.		Consideration should be given to alternative future uses as, overtime, the aspiratio Waterfront will be principally by public transport including park and ride schemes, g of private vehicles requiring parking facilities. Consultations confirmed widespread a multi storey car park whilst recognising it will change the immediate outlook of proper The authority has a strong desire to facilitate and actively encourage a modal shif public transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' may also be located along the PC as a boulevard where visitors and locals could arrive at, and depart from the regene The location of the bus terminus will enable access towards the waterfront and also thas also undertaken feasibility work to explore proposals to deliver a bus term regeneration area. The bus terminus project is being brought forward in connection Metro Plus project and is seen as a key element of the wider regeneration plans. In terms of the removal of the green wedge policy, a report (See Appendix 34) has reviews the existing green wedge designations in the adopted Bridgend Local Develoc considers the need for their continuation in the emerging Replacement Bridgend Loc 2033. It is concluded that whilst existing LDP Policy ENV2: Development in successfully used for its primary objective of preventing coalescence, other policies LDP, particularly Policy ENV1: Development in the Countryside, has also beer coalescence. Furthermore, the Replacement LDP features defined settlement bound strictly control development in the Replacement LDP, as it will not be necessary. Furthermore, a review of the existing settlement boundaries has taken place (See Boundary Review). Porthcawl is defined as an area of growth – but which can prec the existing settlement boundary. A more flexible approach to defining the settler settlement boundary. A more flexible approach to defining the settler settlement boundary. A more flexible approach to defining the settler s
480	Employment for the Llynfi valley is still a concern with the amount of travelling out of the valley and especially early in the morning to get to work how do you intend to improve transport links to allow people to use public transport to get to work at such times, such as an early bird bus to Bridgend / port Talbot, or industry subsidised busses, support for car share schemes - the only other option for many is private transport or Taxi - secondly - I did not see anything in the plan for electric vehicle charging capacity - is the council going to support the move to non-fossil fuel vehicles in the county?	Concerns regarding employment / transport improvements / electric vehicle charging	Comments noted. As detailed within the Employment Background Paper, the Replace has evaluated a comprehensive range of growth options and analysed the link population change and the size and profile of the resultant resident labour force. This of a Growth Strategy that is most appropriate to achieve an equilibrium between the active people remaining within and moving into the County Borough plus the number and/or expanding within the same vicinity. One of the key aims of the Plan is to commuting. The relationship between housing growth and employment provisio considered to this end. Therefore, the Deposit LDP does not seek to transform Bridg commuter area for Cardiff and Swansea, and this is the opposite aim of what the stra The level of growth proposed is considered the most appropriate to achieve an equil and employment provision, balanced against other key infrastructure requirement enhanced active travel opportunities. This is detailed further within the Employment Whilst it is beyond the scope of the LDP to control public bus services, PLA8 alloca transportation proposals from development.

ion is that travel to Porthcawl , greatly reducing the number d support for the concept of a perties on Hillsboro Place.

hift towards increased use of ell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

as been undertaken of which elopment Plan 2006-2021 and ocal Development Plan 2018n Green Wedges has been es contained within the extant een successful in preventing undaries and policies of which be and the environment whilst the green wedge policy need

ee Appendix 38 - Settlement edominately be served within lement boundary around this y-picked' by developers and ccess of the plan. As such, no

osit Plan and other supporting

lacement LDP evidence base k between different levels of his has ensured development n the number of economically mber of employers relocating to minimise the need for outsion has been very carefully idgend County Borough into a strategy is seeking to achieve. uilibrium between new homes ents, and connected through nt Background Paper.

cates and safeguards a list of

			Furthermore, guidance relating to electric charging points will be subject to a future s
			Planning Guidance. Costings of electric charging points have been factored into v strategic sites PLA1-5.
520	I believe it is unworkable, given the situation here over the recent bank holiday, when the town was gridlocked.	Concerns regarding traffic and parking within Porthcawl	Comments noted. The Council recognises that any development growth will likely resu and that increased traffic levels and congestion is likely to occur if appropriate mitigat infrastructure are not delivered. Therefore, a Strategic Transport Assessment (Se undertaken to consider the impact of plan proposals and help guide and inform the allocations by means of modelling and quantifying the transport impact of these prop accompanying this assessment demonstrate that the proposed level of development be accommodated within the BCBC Highway Network with suitable mitigation.
			The allocation of the site in the existing LDP is supported by evidence found in the fo
			 Porthcawl Regeneration Transport and Access Strategy 2007; and Porthcawl Waterfront Visitor Parking Strategy 2007.
			To support the allocation of the site in the Replacement LDP, Jacobs UK Ltd review determine whether the transport impacts of the current proposals are likely to be co- allocated in the existing LDP and updated the findings where it was considered ne assessment included an analysis of future trip generation predicted in 2007, with undertaken in 2019. It also assumed a maximum quantum of development consistin- significantly exceeds the 1,115 residential units identified in the Deposit LDP Const this robust analysis, which overestimates the number of trips generated by the propo- there does not appear to be an increase in trips which would materially impact on the
			Policy PLA1 (See Page 63) of the Deposit Plan details the site-specific requirement development principles and development requirements. Such requirements include development that prioritises walking, cycling and public transport use, whilst redu dependency. Well-designed, safe walking and cycling routes must be incorporated t community orientated, healthy walkable neighbourhoods. The development will also site highway improvements with regard to the requirements arising from the Tran identified in the Transport Measures Priority Schedule.
			In terms of open space, Policy PLA1 requires development of Porthcawl Water Infrastructure and Outdoor Recreation Facilities of which are to be delivered in acco and Outdoor Recreation Facilities and New Housing Development Supplementary P
			Nevertheless, as part of the plans for the proposed regeneration area parking will co Hillsboro car park to the west of the regeneration area. Some visitor parking could be enhancement of the Eastern Promenade. Residential parking will draw on good practi- for streets' and 'Manual for Streets 2', in addition to Supplementary Planning Guidar The overall approach to residential parking is one which recognises that not all p allocated to individual properties. Unallocated parking provides a shared resource we demand. Therefore, this strategy promotes the use of unallocated parking for a larg supply. Due to the high demand for spaces by tourists, unallocated parking should as to deter its usage for tourism parking and should therefore mainly be off-street.
			Furthermore 0.17 hectares of land is safeguarded to deliver a bus terminus. The feasibility work to explore proposals to deliver a bus terminus within the Porthcawl terminus project is being brought forward in connection with Cardiff Capital Region

strategy and Supplementary viability testing of allocated

esult in greater travel demand, ating transport measures and See Appendix 36) has been he process of delivering land roposals. The technical notes nt detailed within the LDP can

following documents:

wed the above documents to comparable in scale to those necessary. The comparative with actual traffic flow counts ting of 1500 dwellings, which isultation Document. Despite posals, the TA concludes that the highway.

ements including masterplan de pursuing transit-orientated ducing private motor vehicle d throughout the site to foster so be required to provide offansport Assessment and as

erfront to incorporate Green cordance with Policy COM10 Planning Guidance.

continue to be provided at the d be introduced as part of the ctice advice set out in 'Manual lance 17: Parking Standards. I parking spaces need to be which caters for variations in arge proportion of the parking d be designed in such a way

The Council has undertaken I regeneration area. The bus on Metro Plus project and is

			seen as a key element of the wider regeneration plans. The authority has a strong de encourage a modal shift towards increased use of public transport and the provisio integral to this as well as being part of the wider Future Wales Plan.
573	I will be writing separately to give further arguments against PLA3.	No changes proposed	Comments noted.
520	Please take this back to the drawing board or face the consequences. We were told that Heol-y-Goedwig and the Wilderness had been removed from the LDP, but they have reappeared. If I did not know better, I would say that Porthcawl residents are being punished for having the audacity to reject BCBC's chosen candidates at every recent election.	Concern regarding LDP proposals / Heol- y-Goedwig and the Wilderness	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and r underpinned by robust evidence to ensure that plans are effective and deliverable and as defined in national policy set out in Planning Policy Wales (PPW). The Wilderness is designated on the Proposals Map (See Appendix 2) as a Site of N (SINC). As such, Policy DNP5: Local and Regional Nature Conservation Sites will s within or adjacent to a SINC. Developments which would have an adverse impact thes unless the benefits associated the development can be demonstrated to outweigh the be reduced or removed by appropriate mitigation and/or compensation measures.
520	The LDP assumes Porthcawl residents will all shop in Aldi and then nip into town. Then carry it home on foot or bike. The LDP's author obviously has other people doing their shopping. Porthcawl's investment potential has been ignored in Bridgend since 1974, yet reports and strategies show its income is central to the borough's economy. If they cannot see the benefit of investing in and developing that coastal tourism, they should not be running the borough's economy. The LDP was evidently compiled before 2018, when an overseas holiday didn't include two weeks of isolation upon return. The public are now having to stay in the UK and Porthcawl has borne the	Concerns regarding Strategic Allocation PLA1: Porthcawl Waterfront / foodstore / traffic / parking	Comments noted. In terms of the proposed foodstore, evidence confirms (See Apper the centre fulfils its function as a town centre and performs well against most indicat However, the centre has a limited convenience offer which is significantly below the centre contains a range of smaller food stores suitable for top-up shopping, there is suitable for main food shopping. This provides limited consumer choice and mean travel to other centres to meet their needs. Marketing for a new foodstore was carried out in autumn 2020 whereby numero received and appraised. A robust selection process in which each bid was carefully a development brief resulted in Aldi Stores Ltd being identified as the preferred bidder. brief required bidders to submit high-quality, bespoke designs for premises that coul as well as incorporating appropriate access and active travel arrangements. The dev store site does not prescribe a particular architectural approach, but it does requir making", taking in account the historic urban form and scale of the surrounding development designed for human interaction and enjoyment whilst responding to an setting, cultural and heritage of Porthcawl. Cabinet members approved the disposal of
	brunt of it, attracting visitors from all over the UK. The town has been gridlocked many times already this year and traffic jams are far less environmentally acceptable than an extra, interchangeable, carriageway on both roads in. The LDP's author has realised		and delegated authority to officers to approve the terms of the disposal agreement. The food store site forms a key element of the wider masterplan that has been w Waterfront Regeneration Scheme and is intended to act as a precursor to, and ca development across the wider site.
	road improvements would be pointless, as most heading towards Porthcawl won't find anywhere to park when they eventually get here. The LDP envisages managing and improving traffic flow along both roads without making any improvements. Rather like magically doubling the capacity of Hillsborough Place car-park.The hidden		The Council have also undertaken a sense check of the evidence base in light of th 51 – Background Paper 11: Covid-19 Policy Review). The report evaluates the foundar direction to determine whether the Vision, Strategic Objectives, Strategic Policies studies remain appropriate given the emerging impacts of the pandemic. It also cons and/or modifications are necessary to ensure the Replacement LDP remains sufficient any potential eventualities. In terms of Strategic Policy 16: Tourism, the policy word amended to ensure it incorporates sufficient flexibility to assist the industry during ur
	agenda of the LDP is to reduce reliance on cars. This would possibly work if Porthcawl had a railway station, but that was taken away after another bureaucratic blunder. Apart from walking, the only way to get		In respect of traffic, the Council recognises that any development growth will like demand, and that increased traffic levels and congestion is likely to occur if appropriate measures and infrastructure are not delivered. Therefore a Strategic Transport Asset has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impact

desire to facilitate and actively sion of a new bus terminus is

sh Government Development d revise a development plan, and contribute to placemaking,

Nature Conservation Interest Il strictly control development nese sites will not be permitted the harm and/or the harm can

pendix 16 – Retail Study) that icators of vitality and viability. the UK average. Although the is only one large supermarket ans that most residents must

rous bids (five in total) were y assessed against a planning er. The planning development ould act as 'gateway buildings' development brief for the food uire clear attention to "placeling area. This will enable a and celebrating the maritime al of the site to Aldi Stores Ltd, t.

worked up for the Porthcawl catalyst for, future phases of

the pandemic (See Appendix idations of the Plan's strategic cies and supporting technical onsiders whether any updates iently flexible to accommodate ording has been reviewed and uncertain times.

likely result in greater travel propriate mitigating transport seessment (See Appendix 36) e and inform the process of npact of these proposals. The

	anywhere from here is by bus or car. Most residents disagree with the LDP's authors. They knew it so didn't ask for our opinion until now. The LDP's parking strategy is based on the assumption that car ownership in Porthcawl is 'generally' below the level of residential parking provision required by their adopted legislation. The LDP will therefore seek to minimise parking for the development, in effect reducing visitor numbers. This appears to contradict the objective stated at (1d).		technical notes accompanying this assessment demonstrate that the proposed lew within the LDP can be accommodated within the BCBC Highway Network with suita Policy PLA1 ensures that development of the site will require a new roundabout and to the Sandy Bay development parcels. Highway improvements will also be required point of vehicular access for a foodstore is off the Portway roundabout. Off-site high be required of which they must has regard to the requirements arising from the Tra- identified in the Transport Measures Priority Schedule. In terms of car parking, it's acknowledged that a sound and robust parking strategy w of the regeneration. As part of the strategy, the site will accommodate a new multi sto Hilbsoro car par enabling more ground floor space to be given over to public Consideration should be given to alternative future uses as, overtime, the aspiratio Waterfront will be principally by public transport including park and ride schemes, g of private vehicles requiring parking facilities. Consultations confirmed widespread a multi storey car park whilst recognising it will change the immediate outlook of prope The authority has a strong desire to facilitate and actively encourage a modal shift public transport and the provision of a new bus terminus is integral to this as well Future Wales Plan. As such, a new 'bus terminus' may also be located along the Pc as a boulevard where visitors and locals could arrive at, and depart from the regene The location of the bus terminus will enable access towards the waterfront and also it has also undertaken feasibility work to explore proposals to deliver a bus term regeneration area. The bus terminus project is being brought forward in connection Metro Plus project and is seen as a key element of the wider regeneration plans. In terms of consultation, it is the view of the Council that the overall objectives of tt Scheme (CIS) as originally set out in with the approved Delivery Agreement, includi It is also considered that the LDP has been prepared in acco
			Consultation Report) for publishing. This report was subsequently signed off by men As part of Stage 4 of the Delivery Agreement, the Council was required to undertake for a statutory period of 6 weeks, however the Council made an allowance for 8 v public participation. This was to ensure a range of views could be considered as pa wide consensus on the Replacement LDP's strategy and policies.
8	A lot of detail seems to be available for housing not just in Porthcawl but across the Borough. However, it seems very light on its proposals for regeneration. I am supportive of the place making principles but it seems to concentrate internally for permanent	Concern regarding Strategic Allocation PLA1: Porthcawl Waterfront	Comments noted. As part of the proposed allocation of Porthcawl Waterfront, dev site-specific requirements including masterplan development principles and placemal Policy PLA1 – Page 63). The provision of new residential units, including affordabl delivery of other vital regeneration requirements comprising flood defences, p enhanced active travel links plus education, retail and community facility provision.
	residents not visitors. I'm not saying residents are not important they need access to facilities just as much as tourists		A Placemaking Strategy has been developed and produced of which provides th broader vision for Porthcawl; which aims to create a premier seaside resort of region comprehensive regeneration of this key waterfront site. It proposes a sustainable

evel of development detailed table mitigation.

nd link road to enable access ed to ensure that the principal ghway improvements will also Fransport Assessment and as

y will be critical to the success storey car park on the existing plic realm and development. ion is that travel to Porthcawl , greatly reducing the number d support for the concept of a perties on Hillsboro Place.

hift towards increased use of ell as being part of the wider Portway of which will function neration site and town centre. the town centre. The Council erminus within the Porthcawl on with Cardiff Capital Region

f the Community Involvement uding the CIS have been met. P 'Preparation Requirements'

as held from 30th September was required to consider all ing the content of the deposit – Preferred Strategy & Initial embers of Council.

ke Deposit public consultation B weeks in order to maximise part of a process of building a

evelopment will be subject to naking principles (See Deposit able dwellings, will enable the public open space, leisure,

the framework to deliver the ional significance through the ole distribution and variety of

	but Douth could course to the set of the set		
	but Porthcawl cannot afford to lose its status as a tourist destination outside of Trecco Bay. A good mix of outdoor and indoor facilities available for both residents and visitors are vital.		complementary land uses across the area. It also proposed to retain and improve up space within Griffin Park, whilst creating significant new areas of open space along with high quality active travel routes that traverse the entire site between the harbound evelopment of the waterfront in this manner will improve the attractiveness of the work, enhance the vibrancy of the Town Centre and deliver wider socio-economic be settlement of Porthcawl to thrive and prosper.
			In terms of Salt Lake, development will include a new food store, residential (incluses supporting commercial uses and leisure. With regards to leisure, an area north of the will be safeguarded for a leisure use, potentially a hotel. In the event that a hotel fact site could provide an alternative form of leisure/tourism/commercial, year rour Furthermore, the comprehensive enhancement of the Eastern Promenade with n better landscaping provides an exciting opportunity to create an area that will not on also act, with others, to set a quality benchmark which will also need to be achieved.
			Mixed-use development will be encouraged throughout the development. Commer on the ground floor if there is market demand for such uses. Retail uses, restaurants encouraged. This mix of uses will help bring life and vitality during the day and into
			Sandy Bay will accommodate public open space, residential, education provision a open space, Policy PLA1 requires development of Porthcawl Waterfront to incorpora Outdoor Recreation Facilities of which are to be delivered in accordance with P Recreation Facilities and New Housing Development Supplementary Planning Guid
			Additionally, there are plans for creating new facilities at Cosy Corner, including cor creating employment opportunities. The plans for Cosy Corner include an all-new st which will feature new premises suitable for retail and start-up enterprises. The cour meeting space for community use, a parade square for the Sea Cadets and an offic well as changing facilities for users of the nearby marina. If funding allows, plans enhance the scheme with new landscaping, public seating, a children's play area and of providing comfortable outdoor shelter from rain and the sun.
			Strategic Policy 16: Tourism and supporting development management policies development. The LDP will also provide the framework for the provision and prot quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the thereby contributing to the Aims and Priorities of the Bridgend County Destination 2022) (See Appendix 30).
149 6	I note that there is no designated residential builds in Cen Cribwr. surely there must be a need for housing in Cefn Cribw and I would like to nominate 5 acres of land, at the junction of Cwn Ffoes and Bankers Hill and to the west of Ogmore Terrace. On the hard copy of the LDP there is no return address.	Need for housing in Cefn Cribwr	Comments noted. The Deposit Plan has been underpinned by the identification of the economic growth and housing provision, all of which have been based upon well judgements regarding need, demand and supply factors (See Appendix 42 – Back Strategy Strategic Growth Options). A range of growth scenarios across the whole have been analysed and discussed within the Strategic Growth Options Background how the County Borough's demographic situation is likely to change from 2018-20 appropriate response for the Replacement LDP. As such the Replacement LDP ide requirement to enable a balanced level of housing and employment provision the patterns of growth, support existing settlements and maximise viable affordable housing settlements and maximise viable affordable housing housing settlements and maximise viable affordable housing housing settlements and maximise viable affordable housing h
			The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield

upon areas of attractive open ig the seafront, supplemented our and Trecco Bay. Physical he town as a place to live and benefits that allow the broader

ncluding affordable housing), f the harbour within Salt Lake acility is not delivered then the und, wet-weather attraction. new buildings, facilities and only enhance the frontage but ed elsewhere.

ercial units will be considered s and cafes will be particularly o the evening.

and commercial. In terms of prate Green Infrastructure and Policy COM10 and Outdoor idance.

ommunity facilities whilst also stone and glass-clad building uncil also wants to create new fice for the harbour master as s are in place that will further nd a canopy structure capable

es will also promote tourism otection of well-located, good e County including Porthcawl, ion Management Plan (2018-

the most appropriate scale of ell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period ad Paper. This has considered -2033 and informed the most identifies an appropriate plan that will achieve sustainable ousing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus

			on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities through Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield land in other settlements (notable Gateway), there are limited further brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing require
			The Replacement LDP apportions sustainable growth towards settlements that alrest services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See A sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Br with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. Cefn Crite area capable of accommodating sustainable growth.
			Furthermore, the plan preparation has involved the assessment of 171 sites. Each assessed against the criteria in the Candidate Site Assessment Methodology which upon (See Appendix 13 – Candidate Sites Assessment Report (2020)). During Statistics were examined based on any specific issues they raised in terms of their del neighbouring land uses, existing use(s), accessibility, physical character, enviropportunities. Site promoters were asked to prepare and submit a number of tech demonstrate the site's deliverability, sustainability and suitability. Proceeding this those sites deemed appropriate were included for allocation in the Deposit Plan. No Cefn Cribwr were submitted/promoted for consideration to be included within the Reference of the set of
			In terms of a return address, representations could have been sent to the Communications, Marketing and Engagement via Bridgend County Borough Council, CF31 4WB. Additionally, members of the Strategic Planning Team were available duto answer queries by email and phone.
271	Pla1 -5 proposed major housing developments in the draft bridgend consultation local development plan pla 3 grade 1 farm land between penyfai court coleman, bryntirion, cefn glas, laleston and	Concerns regarding Strategic Allocations PLA1- 5 / Green Space /	Comments noted. The Deposit Plan has been prepared in accordance with Welsh Plans Manual (Edition 3). It contains guidance on how to prepare, monitor and r underpinned by robust evidence to ensure that plans are effective and deliverable and as defined in national policy set out in Planning Policy Wales (PPW).
	inclduing llangewedd court farm land court colman – 850 houses, i am objecting and do not agree to any houseing development being built on this open countryside farm land, my land ownership, this is a back door way of achieving large scale creeping housing development in the open country, and resulting in the coalescence of communities penyfai, court colman, llangewydd court farm land, laleston,	Gypsy and Traveller Sites / Renewable Energy / Proposals Map / Ogmore and Garw Valleys	The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and infor- response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.
	bryntirionm, cefn glas bridgend and also land and road leading to cefn cribwr. Pla 3 i am objecting and do not agree with the		The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield

sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable irements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along cribwr was not identified as an

ach candidate site has been hich was previously consulted Stage 2 detailed assessment, leliverability, general location, hvironmental constraints and echnical supporting studies to his detailed assessment, only No candidate sites relating to Replacement LDP.

he Planning Department or cil, Civic Offices, Angel Street, during the consultation period

sh Government Development d revise a development plan, and contribute to placemaking,

ate scale of economic growth based judgements regarding red Strategy Strategic Growth iod have been analysed and considered how the County ormed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus

 It is history of circus field is known to the bridgend county circket tob, the circus field maning Policy Way agreement with the bridgend county circket club, and is still used by the circus, the circus was given permission to use newbridge fields was waped with another field if or the circus field in newbridge fields was waped with another field if or the circus field in the green wedge buffer zone bridgend, the circus ill uses the field, the circus field in the green open county side we ally ended to the main ceff circus field in the green open county side we ally enjoy will disappear under a concrete jungel. Pla3 mine and residents fears are that the green open county side we ally enjoy will disappear under a concrete jungel. Pla3 mine tobadands, laleston, pyle and the m4 matorway acceeding the disappear and twork with we size size and a subbility. Proceeding this detailed assessment, appropriate were included for allocation of the disappear and submit a surprise another broadlands same ald spacek, iam objecting and do not agree with this creeping and do not agree and object to this development is no teop countryiste farm land which is out side the settlement, so another broadland farm af 8. Proposed 847 homes a hortoward the assessment abe approvided by and prevented the advelopment provides a wester free for the relation to the agreements, another appraving development and the relocation of the ol		
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	from major development of housing from	for their continuation in the emerging Replacement Bridgend Local Development Plan

ting LDP, hence, Porthcawl, prough their designation as ant opportunities within these Vales and seeks to minimise ever, given the existing LDP's oly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable irements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix ssment, sites were examined ation, neighbouring land uses, opportunities. Site promoters s to demonstrate the site's at, only those sites deemed

Il be subject to site-specific inciples (See Deposit Policy ing will be accompanied with pen space, plus appropriate

ern linear park to form natural ing the identity and character on the site and Laleston and

Classification Note of which Classification Map (Wales) to to be comprised of the Best

ble of the land holding being Landowner Agreement which rered as a whole without any

of which reviews the existing 2021 and considers the need an 2018-2033. It is concluded

that whilst existing LDP Policy ENV2: Development in Green Wedges has been successfully used for its primary bridgend to the a48 pyle, porthcawl and the objective of preventing coalescence, other policies contained within the extant LDP, particularly Policy ENV1: m4 motorway, the ldp draft consultation document is fundermentally flawed pla 5 Development in the Countryside, has also been successful in preventing coalescence. Furthermore, the a48 highway road access to creig y parcu Replacement LDP features defined settlement boundaries and policies of which strictly control development in bridgend ex nursing home has already been the countryside, open space, biodiversity, landscape and the environment whilst also allocating sufficient land turned down for residential houseing for housing. As such, it is therefore considered that the green wedge policy need not be taken forward in the development this is not stated in the local Replacement LDP, as it will not be necessary. development plan pla 5 a48 highway building access, major houses In terms of highway infrastructure, the Council recognises that any development growth will likely result in greater developments on farming land in pyle travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport llangewedd court to laleston, penyfai, measures and infrastructure are not delivered. Therefore a Strategic Transport Assessment (See Appendix 36) tongwyn farm court colman, tondu, has been undertaken to consider the impact of plan proposals and help guide and inform the process of maesteg, pencoed is swallowing up the delivering land allocations by means of modelling and quantifying the transport impact of these proposals. The green field farming land, there is a lack of technical notes accompanying this assessment demonstrate that the proposed level of development detailed forsight in the draft local development plan, within the LDP can be accommodated within the BCBC Highway Network with suitable mitigation. what about future generations to come are they just going to live in concrete jungels Policy PLA3 will require on-site highway improvement to ensure the principal point of vehicular access is and don't see a green field any more? Pla5 achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a48 high volumes of traffic already at a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b capasity on the m4 motorway highway on the southern side of the A473. Off-site highway improvements with regard to the requirements arising from traffic generated, sarn inter change junction, the Transport Assessment and as identified in the Transport Measures Priority Schedule / Infrastructure large queues of traffic forming coming from Development Plan. the direction of port talbot and cardiff, drivers not observing the highway code and Policy PLA3 will also require on-site and off-site measures to provide good guality, attractive, legible, safe and jumping the traffic light because they accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be become frustrated at the m4 junction 36, the provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus welsh government already recognises this station and train station). New connections will be provided to accord with the proposed routes within the is happening, large and small scale Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120. development of housng brynmenyn, abergarw road a4065 to llangeinor garw As part of the proposed allocation of Land South of Bridgend (Island Farm), development will be subject to sitevalley, i am objecting and do not agree with specific requirements including masterplan development principles and placemaking principles (See Deposit a parcel of land adjacent to the abergarw Policy PLA2 – Page 67). The provision of new residential units, including affordable housing will be accompanied road a4063/ llangeinor road beeing put by a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, forward for housing development, this leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and parcel of land is out side the settlement commercial uses. boundary of brymenyn and is creeping development into the open country side, In terms of agricultural land relating to Island Farm, it's acknowledged that the site consists of nearly 44ha of illegal access created to this parcel of land BMV agricultural land as identified by Version 2 Welsh Government's Predictive Agricultural Land Classification already, the land belongs to my dunraven Map. Justification is provided within Background Paper 15 (See Appendix 55), whereby the Council have estate company limited land, i have already previously accepted the loss of this BMV land through its considerable and long planning history, which includes objected and do not agree to the old a robust legal position whereby a considerable part of the site is subject to an extant planning permission. brynmenyn infants school being demolished Notwithstanding the extant planning permission, based on the revised mix of uses now proposed on the site, for houses, land adjoining each side of the there is considered to be an overriding need for the development. Re-allocation of this site will enable old brynmenyn infants school is common accommodation of sustainable growth enshrined in placemaking principles, deliver affordable housing in the land next to chapel street brynmenyn and is 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 not owned by the bridgend county borough council, the common land is a buffer zone through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. between brynmenyn and ynsawdra. Development of this edge of settlement site would accord with the Preferred Strategy, channel growth to the Bryngarw house, park land and farm land, Primary Key Settlement of the County Borough and make a significant contribution to the housing need identified again land showiing as white land in the ldp,

under a leese to the penybont rural district	in the LHMA. The site promoter has also provided extensive supporting information
council, not the ownership to the bridgend	viable and deliverable.
county borough council documents i have	
show the clerk and sectratry of the penybont	With regards to highway infrastructure and traffic, the site promoter has underta
rural district council signing, meadow land	Assessment in support of the site. Policy PLA2 requires highway improvements to e
penyfai penyfai common land adjacent to	vehicular access is off the A48 in a manner that integrates the SINC and adjacent
rock cottages is already designated	emergency access through Bridgend Technology Park will also be required that also
meadow land in the local development plan,	cycling connectivity. Furthermore, off-site highway improvements with regard to the
from rock cottages the common land	the Strategic Transport Assessment and as identified in the Transport Measures Price
continues both sides of the court colman	
road this should be shown clearly on the ldp	Policy PLA2 also requires on-site and off-site measures to provide good quality, a
map as yellow conservation land and green	accessible pedestrian and cycle linkages in accordance with Active Travel design. I
land, coed y hela woodland, i am objecting	provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial I
and do not agree with land shown as white	Centre (including the bus station and train station). Green infrastructure linkages n
land adjacent to coed yr hela woodland	Newbridge Fields. Connections must therefore be made to existing active travel rou
penyfai, the land is outside the boundary of	be provided to accord with the proposed routes within the Council's ATNM: INM-POF
penyfai this is land locked land the scouts	46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.
have the use of the hall off court coleman	
road penyfai, the land fronting the hall is on	In relation to green space, the Strategy acknowledges that the County Borough has a
common land, being the scout the hall is	with a broad range of species, habitats and unique, rich landscapes. Policies within the
coed y hela woodland and the is land	refreshed and updated from the existing LDP and will continue to protect the county
locked, the parcel of land coloured white	line with national planning policy and the Environment Act 2016. These policies
land was allotment land, the access is	countryside, special landscape areas, local / regional nature conservation site
restricted and dangerous both ways from	development, green infrastructure, nature conservation and natural resources protect
heol eglwys and penyrheol, because of	
highway access problems to this land, the	As part of the technical supporting evidence base accompanying the Deposit Plan, the
bridgend county borough county council	an updated detailed audit of existing outdoor sports and children's playspace across
has already turned down an application to	Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings
develop this land for houses, park	justifying the provision of new facilities and/or remedying local deficiencies in provis
cavendish kick around football full size pitch	means of safeguarding and enhancing existing facilities as appropriate.
is a green wedge and is for recreation and	
leisure only, the colour of the land is shown	Additionally, the Council has undertaken a Green Infrastructure Assessment (See
as white land this not correct in the local	shape the planning and delivery of green infrastructure throughout the County B
development consultation map, the land is	summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and
green land and must be protected from	within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a
development for future generations penyfai	to include green infrastructure assets (such as allotments, cemeteries, woodlands
school, parcel of land off heol eglwys,	Integrated Network Maps. As such the assessment will provide a mechanism to e
access to penyfai church in wales school,	forms an integral and significant part of development and wider infrastructure propos
allotment land use, i object and do not agree	Development presente including strategic site ellegations will be supported to main
with any development of houses on this	Development proposals including strategic site allocations will be expected to mair
land and the town gwyn land the access is	Bridgend's green infrastructure network and ensuring that individual green assets are
to dangerous, car parking is out of the	and integrated into any new development.
question. Aberkenfig rounderabout i am	In terms of Strategic Development Sites, Deligion DLA1 DLAE will ansure that sites
objecting and do not agree with the fields	In terms of Strategic Development Sites, Policies PLA1-PLA5 will ensure that sites
next to the river ogmore being developed for	buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancien
housing, the land is flood plain land and not	Additionally, green infrastructure and outdoor recreation facilities will be required to l with Policy COM10 and Outdoor Recreation Facilities and New Housing Development
fit for any development, health and safety and environment issues with the land buffer	Guidance.
zones, land between communits of penyfai,	
aberkenfig, sarn, glan rhyd hospital, farm	
avernenny, sam, yian myu nospilai, iann	

n to evidence the site is both

ertaken a detailed Transport o ensure the principal point of ent Hut 9 heritage facility. An lso promotes pedestrian and he requirements arising from riority Schedule.

, attractive, legible, safe and . Improved linkages must be Il Estate and Bridgend Town 5 must also be provided with outes and new routes should OR-15, INM-BR-45, INM-BR-

a rich and varied biodiversity in the Deposit Plan have been inty borough's environment in es cover development in the lites, trees, hedgerows and ection and public health.

, the Council has undertaken less the County Borough (See les can be used as means of vision. It can also be used as

e Appendix 23) to guide and Borough. The assessment and Children's Playing Space adopting a holistic approach nds, broad habitats) and the ensure green infrastructure osals.

aintain, protect and enhance retained wherever possible

es retain and provide suitable cient Woodland), and SINCs. o be delivered in accordance nent Supplementary Planning

land stratching both sides of the river	As part of the proposed ellocation of L and East of Dula, development will be subject to
land stretching both sides of the river ogmore flood plain from aberkenfig, penyfai	As part of the proposed allocation of Land East of Pyle, development will be subject to including masterplan development principles and placemaking principles (See Depos
to litchard and coity, land left as white land	The provision of new residential units, including affordable housing will be accomp
planning permission has already been	primary schools, leisure and recreation facilities, public open space, plus appropriat
rejected on the grounds of over	commercial uses.
development in the green wedge and buffer	
zone, creating urban sprawl common land	In terms of highway improvements, Policy PLA5 will require improvements to ens
sam/bryncethin to pencoed must be grazed	vehicular access are off the A48 and A4229. Appropriate adjustments must also be
by farm animals, sustainable climate	between the A48 and A4229 to improve traffic flow and highway safety; New shared
change policies, common land from sarn, bryncethin and stretchng as far as to heol y	improved crossing facilities along the A48 and A4229 and highway improvement to in the vicinity of the site and a new pedestrian and cycle bridge over the existing railway
cyw and pencoed, environemtn grounds,	Road to provide safe pedestrian and cycle linkages between the site and Pyle. The b
the common land is a green lung between	to Council adoptable standards prior to the occupation of any homes on the development
the communitys of sarn, bryncethin heol y	
cyw and pencoed, i don't agree and object	Policy PLA5 will also require On-site and off-site measures to provide good quality, a
to more sprawling development in pencoed	accessible pedestrian and cycle linkages in accordance with Active Travel design. In
being built in the open countryside, i do not	provided along the A48 and A4229, with Cynffig Comprehensive School, Village Farm
agree and object to any more housing	Kenfig Hill District Centres, existing bus routes and Pyle Railway Station (including
developments on the waterton land	across the railway bridge). Connections and improvements must therefore be made
bridgend, out of accord with bridgend	routes and new routes should be provided to accord with the proposed routes within
county local development plan gypsy or	PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.
traveller sites, two parcels of paddock land	In terms of enviouteural land, land East of Dule sensists of 0 the of DMV enviouteur
in court colman no permission for caravans	In terms of agricultural land, Land East of Pyle consists of 8.4ha of BMV agricultur
to park and stay over night in the open countryside, land only to be used for horse	However, detailed survey work undertaken by the site promoter indicates that the ar shown on Version 2 of the Predictive ALC Map are in fact Grade 3b. This has to be c
grazing as stipulated, blackmill, ogmore	other deliverable Stage 2 Candidate Sites that are available. It is important for
valley and garw valleys/neath and port	acknowledge the role of this Main Settlement (as identified within the Settlement Ass
talbot, i do not agree and objec to the open	to deliver sustainable development at a strategic scale when balanced against t
countryside and good farming land in the	agricultural land. The Candidate Site Assessment has not identified other land at this
ogmore and garw valley being	grades. Therefore, this site is considered appropriate for allocation on this basis in
development for more wind farms and solar	search sequence outlined in Planning Policy Wales.
farm, and also the good farming land being	
developed for large and smallscale housing	As part of the proposed allocation of Land East of Pencoed, development will I
development in the beautiful open	requirements including masterplan development principles and placemaking princ
countryside	PLA4 – Page 75). The provision of new residential units, including affordable housing
	new 1.5 form entry primary school, recreation facilities, public open space, plus appro
	and commercial uses.
	Strategic allocation PLA4 contains 40.2 ha of BMV agricultural land, split relatively ev
	Grade 3a as identified by Version 2 of the Predictive Agricultural Land Classification
	promoter commissioned a detailed survey of soil and site characteristics (technical
	following the established methodology and guidelines for carrying out agricultural lar
	was deemed to be a more accurate assessment of the agricultural grade of land acros
	survey identified 25.6ha of BMV agricultural land across the whole site (all complete
	remainder having been identified as lower grades and non-agricultural classificat
	significant quantity, it represents nearly 50% less BMV agricultural land than that ide
	Predictive ALC Map and development would not result in the loss of any Grade 2
	considering this site, it should be noted that there are no other previously develope
	land with lower agricultural grades (at this scale) that are both available and delive
	present. Therefore, this site would prove key to the delivering sustainable develop

to site-specific requirements osit Policy PLA5 – Page 78). npanied by 2 two form entry iate community facilities and

nsure the principle points of be made to the roundabout red footways, cycleways and to enhance pedestrian safety lway line and along A48/Pyle e bridge must be constructed opment.

v, attractive, legible, safe and Improved linkages must be irm Industrial Estate Pyle and ing safe pedestrian linkages hade to existing active travel in the Council's ATNM: INM-

tural land (Grade 2 and 3a). areas of Grade 2 and 3a as considered in the context of or the Replacement LDP to assessment) and its potential t the potential loss of BMV his scale in lower agricultural in accordance with the site

Il be subject to site-specific nciples (See Deposit Policy ing will be accompanied by a propriate community facilities

evenly between Grade 2 and ation Map. However, the site al report dated March 2020), land surveys. This field work cross the site. In total, the site nprising Grade 3a), with the cations. Whilst this is still a identified by Version 2 of the e 2 Agricultural Land. When ped sites or sites containing eliverable within Pencoed at opment in Pencoed, meeting

housing need in accordance with the Spatial Strategy and securing a meaningful affordable housing provision as identified by the LHMA. Further justification is provide 15.
In respect of development within or on the edge of Brynmenyn, whilst the Valleys Gathighly by the Settlement Assessment (See Appendix 19), the area has accommon recent years and there are now capacity issues running north to south at Junction Junction 36 Background Paper). The constraints present within this settlement therefore to accommodate sustainable development than others, notwithstanding its classific and broader role within the County Borough. Hence, planned growth will not be chover the Replacement Plan period (2018-2033) and will instead be directed to Settlements and the Primary Key Settlement.
Previous applications relating to the Brynmenyn infants school and land adjoining determined under the existing LDP. Such matters are of little relevance to the Replacement
In terms of the proposals map and identified white land, some designations such as of as this would make it difficult to distinguish between the different designations and proposals map. However, designations such as common land will be acknowledged planning applications where deemed relevant.
In terms of Gypsy and Traveller sites, it is a Welsh Government requirement for all Lo a Gypsy and Traveller Accommodation Assessment. The Housing (Wales) Act 2014 Council to meet any identified Gypsy and Traveller accommodation needs. These ne as part of the Replacement LDP process and the plan to propose sites to meet an with statutory legislation.
With regards to wind and solar farms, Strategic Policy 13: Renewable and Low Ca (see Page 157) sets out criteria of which renewable and low carbon developme against. It also sets out Local Search Areas (LSAs) of which are identified as suitable development.
The Renewable Energy Assessment (See Appendix 17) undertook a high-level con County Borough to identify areas that are considered more suitable for the location mounted solar PV developments. The locations identified have been overlaid all Character Areas defined as part of the landscape sensitivity assessment set out in Landscape (2016).
Whilst this assessment finds that all the Council's landscapes are particularly sensitive solar developments, it identifies two Landscape Character Areas (1: Llangynwyd Roll 8: Ogmore Forest and Surrounding Uplands) as having the least sensitivity to Landscape Character Area 8: Ogmore Forest and Surrounding Uplands is located Assessed Areas for Wind Energy, and in accordance with SP13, any proposal in the that the intention of the Priority Area designation is not compromised
For solar PV developments, the entire County Borough is considered to have high s greater than 15 hectares (~8.5 MW). However, LCA 12: Newton Down Limestone I the least sensitive and is identified in SP13 as a suitable location for solar PV de Borough.

ul contribution towards local ded within Background Paper

ateway was justifiably ranked odated substantial growth in on 36 of the M4 (refer to M4 efore render it far less suitable fication as a Main Settlement channelled towards this area owards the other four Main

ng have been assessed and lacement LDP.

common land are not shown and allocations shown on the ed during the assessment of

Local Authorities to undertake 14 places a legal duty on the needs have to be considered any identified need to comply

Carbon Energy Development ent proposals are assessed ble for wind and solar energy

onstraints assessment of the n of wind energy and ground alongside the 15 Landscape n SPG20: Renewables in the

sitive to large-scale wind and olling Uplands & Forestry and o wind turbine development. ed within Future Wales' Prethis area will need to ensure

e sensitivity to solar schemes e Plateau is considered to be developments in the County

			Proposals for large scale energy development are classed as Developments of Na determined by Welsh Ministers. Future Wales' spatial priority is for large sca developments to be directed towards Pre-Assessed Areas for Wind Energy (as show Future Wales).
			In terms of housing, the Ogmore and Garw Valleys are not identified as areas that we growth in recognition of their topographical and viability based constraints. However, from community based regeneration and are therefore designated as Regeneration fact that a range of approaches are required to incite community investment opport.
119	Please find attached the observations, inserted into maps, of Coity Higher Community Council on the LDP Consultation for our wards. We are also concerned at the number of new houses planned for the borough and the lack of new jobs in comparison. We also have concerns about the infrastructure, particularly around the A48 and its roads	Concerns relating to housing numbers and jobs / infrastructure around the A48	Comments and annotated maps noted. The Deposit Plan has been underpinned by a appropriate scale of economic growth and housing provision, all of which have been evidence based judgements regarding need, demand and supply factors (See Apper 2: Preferred Strategy Strategic Growth Options). A range of growth scenarios acro LDP period have been analysed and discussed within the Strategic Growth Option has considered how the County Borough's demographic situation is likely to ch informed the most appropriate response for the Replacement LDP. As such the Rep appropriate plan requirement to enable a balanced level of housing and employment sustainable patterns of growth.
	and roundabouts.		Over 30% of the County Borough's population is projected to be aged 60+ by 2033 growth across this age group, there is likely to be a broad reduction in local econo does not facilitate sustainable levels of economic growth to offset this phenomene therefore seeks to deliver sustainable forms of growth that will attract and retain econo within the County Borough. As justified within the Strategic Growth Options Backgroun and Sustainable Growth Strategy is largely driven by households within the 35-44 projected to support an increase in people in workplace based employment of accommodated through provision of up to 7,500 additional jobs.
			A positive employment land response is necessary to achieve an equilibrium betw skilled labour force and job opportunities in order to stimulate the local to regional ec Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix labour force boost alongside other employment trends including past take up of e based economic forecasts. The resulting evidence base has informed the scale and need and the land best suited to meet that need over the plan period in the conte and Technical Advice Note 23, justified further in the Employment Background Pape
			Policy ENT1 supports SP11 by allocating new employment land for development. I by safeguarding the employment function of existing business and employment sit of different sites to come forward.
			In terms of the A48, the proposed allocations of Strategic Allocation PLA2: Land Sou and Housing Allocation COM1(2): Craig y Parcau are supported by detailed master illustrative block plan to identify a realistic dwelling yield on the site's net developab Transport Assessment reflects the final number of dwellings the site is expected to various transport issues relating to the proposed development, and, in combination Assessment, what measures will be taken to deal with the anticipated transpor Proposed Policy PLA2 prescribes the appropriate development requirements in relat the avoidance of any doubt, this number of dwellings does not require the original pre- expanded, rather more efficient use of the existing net developable area. The densit is considered appropriate to support a diverse community and vibrant public realm

National Significance and are cale wind energy and solar own on associated Map within

will accommodate significant ver, these areas would benefit on Areas in recognition of the rtunities.

y the identification of the most en based upon well informed, endix 42 – Background Paper cross the whole Replacement ions Background Paper. This change from 2018-2033 and eplacement LDP identifies an ent provision that will achieve

33. With absolute and relative nomic activity rates if the Plan enon. The Replacement LDP conomically active households ound Paper, the Regeneration 44 age group. This growth is over the Plan period, to be

tween new homes, a growing economy. The 2019 Economic ix 15) analysed this projected employment land and sector nd distribution of employment text of Planning Policy Wales oper, and set out in SP11.

. Policy ENT2 supports SP11 sites. This will enable a range

buth of Bridgend (Island Farm) erplanning work, including an able area. The site promoter's to deliver. This identifies the n with the Strategic Transport port impacts of the scheme. lation to all forms of travel. For proposed site boundary to be sity and mix of uses proposed m, whilst generating a critical

	mass of people to support services such as public transport, local shops and schools. planning policy, higher densities should be encouraged in urban centres and near m or interchanges. Given the site's location within the Primary Key Settlement of th proximity to Bridgend Town Centre, this density level is therefore considered appro communities, further bolstered by the proposed enhancements to the active travel n
	The Replacement LDP aims to reduce private car reliance and help the County Bor set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active PLA2 in conjunction with Policy PLA12 should be considered essential in the delivery proposal, ensuring that development is contributing to the promotion of a sustainable
	The Active Travel Network Maps aim to improve access to key services and facili employment sites, retail areas and transport hubs, improved access to education face colleges and improvements to, and expansion of, the existing strategic cycle network Opportunities will be maximised to further improve upon these routes, providing way allow integration between new developments and existing communities.
	Whilst developments should be encouraged in locations which reduce the need to transport, the Council recognises that any development growth will li demand, and that increased traffic levels and congestion is likely to occur if approximation and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport imp technical notes accompanying this assessment demonstrate that the proposed level within the LDP can be accommodated within the BCBC Highway Network with suitable to the state of the transport in the suitable transport.
	Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgen the Bridgend Integrated Network Plan (See Appendix 29).
	Proposed Policy PLA2 prescribes a number of placemaking principles for Land South which are considered instrumental to achieving sustainable places, delivering social and promoting cohesive communities. Such requirements include pursuing transit- prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on pro- cycling linkages between the site, the Town Centre and surrounding environs. In add will require the site's green infrastructure network to extend to Newbridge Field proposed active travel route INM-BR-49 and establishing a 'green lung' that connect Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network features south of Bridgend, providing a plethora of economic, health and wellbeing be residents. Housing allocation COM1(2) will also be required to provide a link/extend
	adjacent site (PLA2) in addition to widening footway on southern side of A48 to 3m southern and northern side. Broadlands roundabout will also be required to be up cyclists.

s. In accordance with national major public transport nodes the County Borough and the ropriate to foster sustainable network.

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy ery of any strategic site or any ble and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

travel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed table mitigation.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

th of Bridgend (Island Farm), cially inclusive developments orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and ddition proposed Policy PLA2 eds, thereby capitalising on ects the site to both Bridgend ork of integrated spaces and benefits for new and existing d route on A48 to connect the m and extend length on both pgraded for pedestrians and

The site promoter's Transport Assessment has identified that with exception of the junction, and the Evenny Road Roundabout in the AM peak hour, and the B426 both peak hours, the revised Island Farm proposals will result in lower traffic flows the assessment network over both the AM and PM peak hour periods, compared development proposals on the Island Farm Site. As the consented flows are techn be existing on the highway network, this revised scheme will provide traffic reductil local highway network. Previous assessment work on the Island Farm site has id Roundabout, Ewenny Roundabout, and Picton Close Junction all show capac assessment scenarios both including and excluding the consented Island Farm prevised Island Farm proposals in general bring traffic reductions across these previously consented), with consideration of background traffic growth alone, th require mitigation to operate within capacity during future forceast years. The red the revised Island Farm proposals however, may mean that any mitigation n potentially achieve greater capacity improvements at each junction. The revised p site include three separate vehicle access junctions are expected to operate within Island Farm proposals. An updated assessment at all three identified junctions, a will be undertaken as part of a future supporting Transport Assessment for the revise which will ideally include up to date baseline traffic flows as the basis for the ass allowing). The queries outlined on the proposals map are addressed individually below: <u>Query status of common south of M4 as per Huw Griffiths E-mail</u> — The Proposals how. However, consideration of common land will take place where relevant planning application. The designation shown relates to a Site of Importance for Nat Protect Parc Derwen Plaving Fields as Outdoor Recreational Facility as per New designated for Playing Pitches, Multi Use Games Area and Amenity Greenspac Children's Playing Space Audit (2020). The audit document can be used as a t purposes providing avidence to support
successfully used for its primary objective of preventing coalescence, other policies
Designate all existing play areas as Outdoor recreational Facilities as per Newb designated in the Outdoor Sports & Children's Playing Space Audit (2020).

he A48 proposed site access 65 / Ewenny Road junction in vs through all junctions across ed to the previous consented nnically already considered to tion improvements across the identified that the Broadlands acity issues in forecast year proposals traffic. Although the se junctions (from what was these junctions will still likely duction in flows as a result of measures implemented can proposals at the Island Farm (compared to just two within hin capacity under the revised and the site access junctions sed Island Farm development, ssessment (Covid restrictions

Map does not illustrate every Proposals Map and Policies t during the assessment of a ature Conservation (SINC).

wbridge Fields – Such land is ace in the Outdoor Sports & tool for development control ed as a means of justifying the n also be used as a means of

lix 34) has been undertaken of ocal Development Plan 2006t Bridgend Local Development it in Green Wedges has been ies contained within the extant een successful in preventing undaries and policies of which pe and the environment whilst t the green wedge policy need

<u>/bridge Fields</u> – Such land is

			<u>Designate Parc Derwen Retail area as Town & District Centre – SP12 as per Wild</u> Derwen Retail are is not designated in retail hierarchy as set out in the Retail Study Ba development proposing a change of use will be subject the relevant planning policies
			Protect Great Western Avenue and Litchard Playing Fields as Outdoor Recreational <u>Fields</u> – Such land is designated in the Outdoor Sports & Children's Playing Space A
			Protect as 'Green wedge' or similar as between Coity Village and Parc Derwen – removal of green wedge policy above.
			<u>Green wedge?</u> – See comments relating to removal of green wedge policy above.
			<u>Re-draw the settlement boundary to FULLY exclude the Parc Hospital Burial site. Also as a Cemetery (or similar)</u> – The Council has considered the settlement boundaries of the county borough, as detailed within the Settlement Development Boundary Revie the proposed changes to the settlement of Bridgend are set out and illustrated on Pa to accommodate the allocation of the proposed strategic sites. The review also allo and necessary updates to boundaries as detailed within paragraph 4.1.3 (Page 1 minor amendments to the settlement boundary of Bridgend were considered logic review of the boundary.
			Protect Coity Playing Field as Outdoor Recreational Facility as per Newbridge Field outside the settlement boundary, whereby Policy DNP1 strictly controls development
123 3	The development site west of sarn Park should not begin until the junction 36 north south traffic nightmare has been resolved. This is having a daily & increasing effect on the safety and enjoyment of residents in surrounding villages, as well as thereatening the lives of animals grazing the surrounding common lands.	Concern in relation to traffic generated due to development site west of Sarn Park and impact of traffic on safety of the residents and animals grazing.	Comment/ support noted. The Replacement LDP identifies and differentiates between by defining a settlement hierarchy. This has been informed by the conclusions of the Settlement Assessment (2019, updated in 2021) (See Appendix 19), which reflect functional settlement pattern and seeks to achieve more sustainable places in a num type of growth apportioned to settlements is dependent upon their individual roles, fu the settlement hierarchy. This is to ensure the Replacement LDP and spatial stra Background Paper 3: Spatial Strategy Options) directs the majority of growth toward from good infrastructure including transport networks, services and facilities, or wh be provided.
			Whilst developments should be encouraged in locations which reduce the need to trasustainable transport, the Council recognises that any development growth will like demand, and that increased traffic levels and congestion is likely to occur if approximate and infrastructure are not delivered. Therefore a Strategic Transport Asset has been undertaken to consider the impact of plan proposals and help guide a delivering land allocations by means of modelling and quantifying the transport impact technical notes accompanying this assessment demonstrate that the proposed level within the LDP can be accommodated within the BCBC Highway Network with suitable to the technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated
			Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29).

lildmill and Cefn Glas – Parc Background Paper. However, ies.

<u>nal Facility as per Newbridge</u> Audit (2020).

- See comments relating to

<u>Iso provide specific protection</u> s of all settlements throughout view. A schedule and map of Page 15 & 16, predominately allows for minor amendments 11). However, no additional gical or necessary during the

Fields – Such land is located ent.

en the sustainability of places he Bridgend County Borough octs Bridgend's historical and imber of ways. The scale and functions and positions within otrategy (See Appendix 43 – rds areas that already benefit where additional capacity can

travel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed table mitigation.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

			Strategic site allocations identified by policies PLA1-PLA5 detail the site-speci masterplan development principles and development requirements. Such requirement orientated development that prioritises walking, cycling and public transport use, where vehicle dependency. Well-designed, safe walking and cycling routes must be incomp to foster community orientated, healthy walkable neighbourhoods.
123	See accompanying info - 'Upper Garw Valley Action Plan'	Comment in relation to Upper Garw Valley Action Plan	Comments noted.
129 6	LDP Consultation Draft Site PLA3 I am a community councillor on Laleston Community Council, I wish to make the following objections to the above proposal. The proposal to build 850 houses in the green wedge site between Bryntirion and Laleston will have many negative impacts on the community. The "natural green buffer" referred to is clearly a nonsense. The natural green buffer is already there and this proposal would remove it. The two areas of Bryntirion and Laleston would coalesce and many public rural footpaths would be lost, and the approach to the town of Bridgend would be negatively impacted. The village of Laleston is a conservation area and would not retain its village appearance. There have been approximately 3000 houses built in the ward over the last 20 years and the infrastructure particularly the roads are already extremely busy. Facilities such as GP services would not cope. The comprehensive school is already over capacity and is turning away children from within the catchment area. The area is of local historic interest with lanes such as Llangewydd Lane date back to prehistoric times and there is the ancient stones field Cae'r hen Eglwys adjacent to the proposed site. The land in question is grade two agricultural land and should be retained for food production as there is much land within the borough that is not such high grade. The Developer is, in my opinion, only concerned with maximising profits as Laleston has the highest average house price in the County Borough but houses should be built where they are wanted. There are many schools in the Borough that have capacity and would welcome more children. I believe that need	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	Comments noted. Regarding potential gypsy and traveller site allocations, it is a Wels for all Local Authorities to undertake a Gypsy and Traveller Accommodation Assess Act 2014 places a legal duty on the Council to meet any identified Gypsy and Trave These needs have to be considered as part of the Replacement LDP process and t meet any identified need to comply with statutory legislation. The Deposit Plan has been prepared in accordance with Welsh Government Develop 3). It contains guidance on how to prepare, monitor and revise a development ple evidence to ensure that plans are effective and deliverable and contribute to placema policy set out in Planning Policy Wales (PPW). The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence to need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferred Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper 7: This has co Borough's demographic situation is likely to change from 2018-2033 and inforr response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy ((See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities thr Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agric

ecific requirements including ients include pursuing transitwhilst reducing private motor orporated throughout the site

elsh Government requirement essment the Housing (Wales) veller accommodation needs. d the plan to propose sites to

opment Plans Manual (Edition plan, underpinned by robust making, as defined in national

ate scale of economic growth based judgements regarding red Strategy Strategic Growth iod have been analysed and considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's oly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable irements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

not ground about he the basis for	The plan properties has involved the approximate of 474 sites. Each as site is
not greed should be the basis for development. I believe that PLA3 should be deleted from the proposed LDP to keep in line with LS1, important landscapes, LS2 historic environment, LS6 areas with poor air quality, LS7 highway network congestion, LS10 shortfall in affordable housing, LS11 shortage of smaller dwellings, LS14 accessible natural open space.	The plan preparation has involved the assessment of 171 sites. Each candidate site h the criteria in the Candidate Site Assessment Methodology which was previously con- 13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general location existing use(s), accessibility, physical character, environmental constraints and op- were asked to prepare and submit a number of technical supporting studies deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As such, candidate site was considered appropriate for allocation.
	As part of the proposed allocation of Land West of Bridgend, development will requirements including masterplan development principles and placemaking principles PLA3 – Page 71). The provision of new residential dwellings, including affordable alongside a new one and a half form entry Primary School, recreation facilities appropriate community facilities all set within distinct character areas.
	Policy PLA3 will ensure development positively integrate the remains of Llangewyd Scheduled Ancient Monument in a manner that preserves and enhances the remains Development must also incorporate the Laleston Trail within the central part of the si Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclos hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel site and off-site measures to provide good quality, attractive, legible, safe and access linkages in accordance with Active Travel design. Improved linkages must be prov Bryntirion Comprehensive School and Bridgend Town Centre (including the bus stat connections will be provided to accord with the proposed routes within the Council's BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to asse and significant environmental effects of all substantive component within the Pla allocations, etc.) and any identified reasonable alternatives. This builds directly up including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019 Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates SEA, process has informed the development of the Deposit Plan, including the inco changes within the document. As a result, the SA Report concludes that there is sustainability issues in Deposit Plan, with plan components performing well against identifies strong compatibility between the LDP Vision/Objectives and the SA F significant adverse effects (taking account of mitigation in all its forms).
	In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage assets development resulting in adverse effects on the historic environment to be robustl general presumption in favour of the preservation or enhancement of listed building with a requirement for development not to result in direct adverse effects on Scheduler are exceptional circumstances. These issues are grouped under 'Cultural Heritage Sustainability Objectives considered by the SA. The potential for adverse impacts on is an important consideration in determining the overall sustainability and thus s allocations. Any sustainability impacts would also depend on the scale of developmen
	All Stage 2 Candidate Site Sites were considered to ascertain whether they had the po impact upon the historic environment. To facilitate this assessment, the Council cons

e has been assessed against onsulted upon (See Appendix ssment, sites were examined ation, neighbouring land uses, opportunities. Site promoters s to demonstrate the site's at, only those sites deemed te 308.C1 Bridgend (West of)

ill be subject to site-specific inciples (See Deposit Policy le units, will be incorporated es, public open space, plus

rydd Church and Churchyard ins as part of the wider site. e site, providing access to the osed byway with the existing vel, Policy PLA3 requires oncessible pedestrian and cycle rovided along the A473, with tation and train station). New il's ATNM: INM-BR-52, INM-

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 019) which accompanied the es how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also a Framework, plus no likely

t multiple requirements for ets and for the need for any stly justified. There is also a ngs and their settings, along led Monuments, unless there age', which is one of the 14 on Cultural Heritage was and suitability of candidate site nent proposed.

potential to cause an adverse insulted with the Glamorgan-

Gwent Archaeological Trust (GGAT) early on in the process for their views on the lik historic environment along with recommendations for mitigation. Any identified im mitigated by site promoters.
For Land West of Bridgend the SA identified the potential for adverse impacts due to scheduled monuments and important archaeological sites. However, the requirem strategic site allocation to be supported by a detailed masterplan) and PLA3 (for allocation to implement specific masterplan development principles) represent f address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant masterp included in these spatial development policies to help ensure the avoidance of likely which could otherwise occur from this development proposal. Additional masterplan also included within Policy PLA3 to ensure site applies Good Design principles and approach to siting, design, construction and operation in accordance with Plan principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan.
Further to this, the site promoter commissioned EDP to undertake an Archaeological The assessment establishes that the site does not contain any World Heritage Monuments, listed buildings, registered historic parks and gardens or historic lands be a presumption in favour of their physical preservation in-situ and against archaeological remains, the site is identified as having moderate to high poten the medieval period, particularly in its northern extremity, which is adjacent to the sit Church. However, the land is a SINC and will not be developed. Policy PLA3 w positively integrate with the remains of Llangewydd Church and Churchyard Schedu manner that preserves and enhances the remains as part of the wider site.
While there is a small amount of evidence for late prehistoric and Roman 1km study area, the potential for archaeology of these periods within the site is de settlement was focused elsewhere in the locality and any archaeology of this p likely to relate to agriculture. Overall, the baseline data indicate that the probability being present is low. Any further archaeological investigation can reasonably appropriately worded planning condition appended to a planning permission.
Potential impacts upon the setting of historic assets in the locality have focused or significant effects arising from changes to setting have been identified for scheduled and registered parks and gardens. In respect of the Laleston Conservation Area, significant changes to its visual setting. It is acknowledged that development in the s remove a part of the agricultural landscape around Laleston which forms a b east. However, agricultural land will remain on all sides around Laleston, which will discrete settlement, while landscaping measures associated with the develop impression of coalescence. This is assessed as an impact of a minor order, with conservation area being retained. Policy PLA3 will require development to to mainta between the site and Laleston to retain the separate identities and character of preventing coalescence.
The site promoter also commissioned EDP to undertake a Landscape and Visual Ap of the appraisal was firstly to inform the design evolution of the scheme which enab to potential landscape and visual opportunities and constraints.

ikely range of impacts on the mpacts were required to be

e to the proximity of the site to ements under SP2 (for each or the proposed strategic site t forms of mitigation to help the sustainability performance erplan development principles ely significant adverse effects an development principles are nd a Sustainable Placemaking anning Policy Wales. These hal Deposit Plan, with SA site

cal and Heritage Assessment. ge Sites, Scheduled Ancient dscapes, where there would st development. In terms of ential to contain remains from site of the former Llangewydd will require development to duled Ancient Monument in a

activity in the surrounding deemed low. Post-medieval period within the site is most lity of significant archaeology be secured through an

d on the 1km study area. No d monuments, listed buildings a, there will also not be any e southern part of the Site will buffer from Bryntirion to the rill retain its character as a elopment will mitigate any vith the special interest of the tain a strategic green corridor of these settlements whilst

Appraisal (LVA). The purpose abled an integrated approach

The LVA outlines that there are adverse and beneficial landscape effects resulting fro However, the embedded mitigation and the approach to design is considered to min time as the proposed landscape establishes and overall the predicted effects are no from a landscape and visual perspective in the context of the delivery of a strategic h
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynti design is sensitive to the site's existing characteristics. The design appraised respon- site such as the Bridgend Circular Walk, the byway, the hedgerow network and veg such the proposals put forward at this stage are considered to be a thoughtful an development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term manage the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC o informal and natural play on site provided increased public access would ne function; The site contains very few of the key characteristics listed in the published do The site has a strong network of hedgerows, some which would be lost and the urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained; Provision of structural landscaping, a mix of native and non-native trees and sl the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered structu aesthetically pleasing urban development which is well integrated with the pre and the settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority of it forms a desirable strong green framework that links with the wider green infra and south of the site; Adequate replacement planting of local species in appropriate locations to c trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment ha and reflect local character.
Through consideration of the findings above, it is anticipated that any notable lar resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such

rom development of this site. ninimise adverse effects over not considered unacceptable c housing site.

ter and visual amenity. The ent (NLCA), LANDMAP, and (3) in addition to an on-site d visual terms to the existing nation provided a considered onds sensitively to assets on egetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set a SINC could be used as a ally within the SINC could be offers a great opportunity for not clash with its ecological

documents on Laleston SLA. the field pattern replaced by ed by landscape buffers and d;

shrubs proposed throughout s the visual amenity of future ctural planting to create an proposed landscape strategy

of the emerging proposals as frastructure to the north, west

compensate for any loss of

has been designed to protect

andscape and visual effects nd contained within a c.400m

s been sensitively designed mitigation measures in order ch, the promotion of this site

for residential development should be considered an acceptable extension to the exis
which would not cause significant or wide-ranging adverse effects upon its surroundi
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts represent the inclusion of mitigation measures and provide links with the existing landscape safeguard landscape character whilst creating a sense of place. The development detriment of the Special Landscape Area and any development proposal must incorrect adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 su by EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows SII site itself.
Given the combination of designated sites, it is concluded that any future plat to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public open When linked with proposed POS and play areas across the developable site this benefit to both visual and recreational amenity, conservation and biodiversity enhallatter, the SINC provides a potential space to accommodate ecological mitigation and and thus offset ecological impacts that may arise during the development of adjacent
An Extended Phase 1 survey was undertaken in February 2020, supplemented by for March 2020. The Phase 1 survey concluded that the site is dominated by agricultural limited botanical interest and thus of low inherent ecological value. Habitats of great include the native hedgerows delineating the northern boundary and internal field woodland habitat and marshy grassland associated with Laleston Meadows SINC. identified several trees with low to high potential to support a bat roost whilst onsite potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the mas to locate development across those habitats of predominantly limited ecolo boundary habitats as far as possible. Where retained, such features have been acco informal green space and sustainable transport links, which ultimately enhances conr and contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of inter predominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant ecological c where necessary. This will be in addition to the sensitive positioning of built retained boundary features to minimise damage.

isting settlement of Bryntirion iding landscape context.

e landscape in which it sits, s must be minimised through ape and access features to ent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily SINC which overlaps with the

lanning submission will need atures, including the Laleston e Laleston Meadows SINC ained features will be further gn of built development away

e Study's Site boundary will en space and wildlife zones. his will provide a significant hancement. In respect of the nd biodiversity enhancements ent land.

r further roosting bat works in urally improved grassland of reatest ecological importance d boundaries in addition to C. The roosting bats surveys ponds have been considered

asterplan which has sought logical value whilst retaining commodated within proposed nnectivity throughout the Site

ernal field boundaries (albeit e and extent to enable future l constraints and compensate ilt development away from

	The report also highlights further detailed habitat and species surveys which inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NR the development to retain and provide suitable buffers to habitats, particularly h Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will also require and agree ecological management plans including proposals for mitigation, enhanced and agree and protected species (including for bats and dormouse) compensatory and replacement habitat.
	Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addit hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
	With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be m Authority as to how the sum will be utilised.
	In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
	With respect of drainage, the site promoter has prepared a high-level drainage stratthe site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflection NRW, and in the Strategic Flood Consequence Assessment (SCFA which informsite as green in its RAG assessment. As such, all proposed land uses are permitted consequence assessment. The SFCA does highlight that a small proportion of the state are two areas most at risk of surface water flooding. The first corresponds with topographic depressions run flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key struns through the centre of the site towards the A473 where a small area of high surface water flow routes in this part of the site will be retained where possible surface water drainage strategy through the use of SUDs and green corridors.
	A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place

which are recommended to iate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including includes the green space equire the developer to submit hancement and maintenance and provide appropriate

ntral part of the site, providing ditionally, PLA3 requires 4.1 across the site comprising provision), informal spaces lic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

t works are required on both lodelling Assessment will be rmountable obstacles to the

rategic of which confirms that e 15 to indicate that there is flected in comments received aforms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland s area of surface water flood surface water flow route that ace water flood risk is shown. e and incorporated within the

ed by the new Flood Map for bod risk extents over the next ce. A review of the new Flood

	Map for Planning shows the site to be located outside of any flood zone and is theref
	risk of flooding. In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP process to ensure the level and spatial distribution of growth proposed was clarified to help fa provision. As part of Stage 3 of the Candidate Site Assessment, the health board a bodies were invited to provide comments in respect of those sites identified as suita and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately of healthcare services, close working relationships will continue and be maintained University Health Board. This will be key to service provision planning as site allocation progress.
	The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts are addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
	The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
	In the case of annual mean nitrogen dioxide, concentrations will remain below the obj receptor (representative of 6-8 homes) in 2022, with or without the proposed develor considered unlikely that any new homes within the development will be occupied be would be reasonable to expect concentrations at these 8 homes to be below the obje demonstrated that the impacts in terms of annual mean nitrogen dioxide concentration traffic being on the roads in 2022 will be negligible everywhere other than at this one under this scenario would be moderate adverse. However, bearing in mind that no m before 2024, and the development is unlikely to be complete and thus generating its 2030s, this scenario is unrealistically worst-case. Applying professional judgement, that the actual impact of the development at these 8 homes will also be negligible occupation in 2024.
	The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentrations be objectives. As such, the overall operational air quality effects of the development are
	The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transpornumber of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with national proposed services area is a support of the support.

efore considered at low or no

en engaging with Cwm Taf ess. Early meetings were held facilitate alignment of service d amongst other consultation itable for future development control provision of primary d with Cwm Taf Morgannwg ations within the Deposit Plan

ity Assessment to assess the as arising from the additional ns have been modelled for a re expected to be greatest. In are residents on the proposed

emain below the objectives at all impacts for these pollutants

bjective at all but one existing elopment. However, it is now before 2024, by which time it ojective. The assessment has ations of the full development he receptor, where the impact o new homes will be occupied its full traffic volumes until the ht, it is considered most likely ble in all years from the first

osed development have been being well below the air quality re judged to be 'not significant

g an illustrative block plan to port Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher

	densities should be encouraged in urban centres and near major public transport no the site's location within the Primary Key Settlement of the County Borough and the Centre, this density level is therefore considered appropriate to foster sustainable cor
	by the proposed enhancements to the active travel network. The Replacement LDP aims to reduce private car reliance and help the County Boro set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery proposal, ensuring that development is contributing to the promotion of a sustainable
	The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fac colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
	Whilst developments should be encouraged in locations which reduce the need to tra- sustainable transport, the Council recognises that any development growth will lik demand, and that increased traffic levels and congestion is likely to occur if appro- measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide a delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suital
	Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29).
	Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially incorporating cohesive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127
	Policy PLA3 will require on-site highway improvements to ensure the principal per achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the existing southern side of the A473.

nodes or interchanges. Given e proximity to Bridgend Town ommunities, further bolstered

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy ery of any strategic site or any ble and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

travel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed table mitigation.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

West of Bridgend, which are nclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 27 and 2120.

point of vehicular access is ne junction will accommodate ng active route BRC9b on the

			The site promoter's Transport Assessment confirms that the traffic effect of 850 dwell order of 269 and 243two-way movements in the AM and PM peak hours respectively, worst case as attitudinal change towards travel progresses. This quantum of trips eq per minute two-way, diluted across the local highway network. The assessme development provides opportunities to create a new western edge to Bridgend in a community facilities suitable for day to-day living. In this way, the transport case for m necessary to promote sustainable travel modes before the private vehicle. The of the travel planning and the locational advantages, together with the Mobility Strategy benefit for existing and new residents, significantly improving travel choice, fo social journeys and hence social inclusion. Working from home and from a thir Workhub will be encouraged from the outset, in line with Welsh Government's aspira
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the prop proposed range of land uses will likely produce a wide range of significant beneficial
12	In summary we are against this proposal as it goes against much of what the LDP says it is trying to achieve - this proposal puts the wrong type of development with the wrong type of houses in the wrong location. Other sites in Bridgend County may be better placed to support a development of this nature, with less impact. General observations on the wider planning issues: Our residents have observed developers can, and have made arguments after planning consent has been granted, to reduce the levels of social housing based on financial viability and profits and to negotiate changes in conditions. This sho uld not be allowed to continue. Similarly Section 106 monies are not benefitting areas where development and disruption takes place, and is often reneged on; community voices in relation to Section 106 monies are not represented. Road adoption is an issu e on new developments, and maintenance of sites at points where they have not been adopted is creating problems. Additionally, the plan s a whole could and should be more ambitious in terms of the figures/percentages for social housing, and developers s hould be expected to deliver a higher percentage. Bridgend County appears to have become a commuter County and young people cannot afford to stay and get on the property	Comments relating to S106 contributions, employment, and young people within the borough.	The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and inform response for the Replacement LDP. As such the Replacement LDP identifies an app to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy of (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities throw Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing require As documented within the SA Report and Spatial Strategy Options Background Pape viable, brownfield are exhausted, therefore some greenfield sites are required in a s complementary allocations on the edge of existing settlements. Identification of app Extensions has been undertaken in accordance with the Site Search Sequence and in Planning Policy Wales, as documented in supporting evidence to the Plan. This i Asses

vellings is forecast to be in the ly, although this is considered equates to just over 4vehicles ment concludes that the n a self-sustaining site offering r mobility provides the options e design of the environment, egy means there is a major for commuting, leisure and hird-place such as a non-site birations.

n the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to roposed development with its ial effects.

ate scale of economic growth based judgements regarding red Strategy Strategic Growth iod have been analysed and considered how the County ormed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable irrements can be realised.

Paper, the majority of existing, ng LDP or are committed and e opportunities on previously a sustainable manner through ppropriate Sustainable Urban nd other requirements set out s includes the Candidate Site ory Background Paper and for the proposed allocations

ladder. In terms of economic regeneration, we should be aiming to keep more young	within the Deposit Plan is clearly outlined in the Candidate Site Assessment. Without sites are supported by a large body of technical and viability evidence to demonstrate
peop le employed and living locally.	In terms of GP surgeries the Council has been engaging with Cwm Taf Morgannwg Up the outset of the Replacement LDP process. Early meetings were held to ensure the le of growth proposed was clarified to help facilitate alignment of service provision. Candidate Site Assessment, the health board amongst other consultation bodie comments in respect of those sites identified as suitable for future development and Deposit LDP. Whilst the Council cannot ultimately control provision of primary healthc relationships will continue and be maintained with Cwm Taf Morgannwg University key to service provision planning as site allocations within the Deposit Plan progress
	In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Such requirements include masterplan development principles and development req to contribute and address the identified key issues and drivers identified through preparation process. This will be facilitated through the provision of affordable herovision, public open space and active travel provision.
	Development of this scale (sustainable urban extensions) is necessary to create sur will incorporate a mix of complementary uses and deliver improvements to existing in new supporting infrastructure. The latter factor is particularly notable given the school County Borough and the need for new strategic sites to be significant enough in sca new primary school as a minimum.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses w not proceed. Such infrastructure includes transport, education, health, environment additional to community and cultural infrastructure.
	Regarding air quality, as part of allocation PLA3: Land West of Bridgend, the site pr Air Quality Assessment to assess the impact of the proposed development and su emissions arising from the additional traffic on the AQMA of Park Street. The overall of of the development are judged to be non-significant and have been shown to be access being well below the air quality objectives.
	In terms of traffic concerns, the Replacement LDP identifies and differentiates be places by defining a settlement hierarchy. This has been informed by the conclusio Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which re and functional settlement pattern and seeks to achieve more sustainable places in a and type of growth apportioned to settlements is dependent upon their individual rol within the settlement hierarchy. This is to ensure the Replacement LDP and spatial – Background Paper 3: Spatial Strategy Options) directs the majority of growth toward from good infrastructure including transport networks, services and facilities, or whe be provided.
	Whilst developments should be encouraged in locations which reduce the need to tra sustainable transport, the Council recognises that any development growth will lik demand, and that increased traffic levels and congestion is likely to occur if appro

hout exception, all proposed ate their deliverability.

University Health Board from e level and spatial distribution h. As part of Stage 3 of the dies were invited to provide and possible allocation in the hcare services, close working ty Health Board. This will be ss.

he site-specific requirements d Sustainable Growth Areas. equirements all of which seek bugh the Replacement LDP housing, on-site education

sustainable communities that infrastructure and/or provide ool capacity issues across the cale to support provision of a

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

promoter has undertaken an subsequent increased traffic operational air quality effects ceptable, with concentrations

between the sustainability of sions of the Bridgend County n reflects Bridgend's historical a number of ways. The scale roles, functions and positions al strategy (See Appendix 43 ands areas that already benefit where additional capacity can

travel and promote the use of likely result in greater travel propriate mitigating transport

	measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide a delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed level within the LDP can be accommodated within the BCBC Highway Network with suitable
	Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depende enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, proad infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29).
	Strategic site allocations identified by policies PLA1-PLA5 detail the site-specif masterplan development principles and development requirements. Such requirement orientated development that prioritises walking, cycling and public transport use, whe vehicle dependency. Well-designed, safe walking and cycling routes must be incorp to foster community orientated, healthy walkable neighbourhoods.
	In terms of green space and the natural environment, the Strategy acknowledges that a rich and varied biodiversity with a broad range of species, habitats and unique, rich the Deposit Plan have been refreshed and updated from the existing LDP and will con- borough's environment in line with national planning policy and the Environment Act 2 development in the countryside, special landscape areas, local / regional nature hedgerows and development, green infrastructure, nature conservation and natura public health.
	As part of the technical supporting evidence base accompanying the Deposit Plan, the an updated detailed audit of existing outdoor sports and children's playspace across Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings justifying the provision of new facilities and/or remedying local deficiencies in provision means of safeguarding and enhancing existing facilities as appropriate.
	Additionally, the Council has undertaken a Green Infrastructure Assessment (See A shape the planning and delivery of green infrastructure throughout the County Be summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also ad to include green infrastructure assets (such as allotments, cemeteries, woodlands Integrated Network Maps. As such the assessment will provide a mechanism to e forms an integral and significant part of development and wider infrastructure proposed.
	Development proposals including strategic site allocations will be expected to main Bridgend's green infrastructure network and ensuring that individual green assets are and integrated into any new development.
	In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spect masterplan development principles and development requirements. Such requirement retain and provide suitable buffers to habitats, particularly hedgerows, trees (inclue Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreation

sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed able mitigation.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

cific requirements including ents include pursuing transitwhilst reducing private motor prorated throughout the site

that the County Borough has ch landscapes. Policies within continue to protect the county ct 2016. These policies cover re conservation sites, trees, ral resources protection and

, the Council has undertaken less the County Borough (See les can be used as means of vision. It can also be used as

e Appendix 23) to guide and Borough. The assessment and Children's Playing Space adopting a holistic approach ads, broad habitats) and the ensure green infrastructure osals.

aintain, protect and enhance retained wherever possible

ecific requirements including ements will ensure that sites cluding Ancient and/or Semiation facilities will be required

Ī				to be delivered in accordance with Policy COM10 and Outdoor Recreation Fa Development Supplementary Planning Guidance.
				Furthermore, the Strategy recognises the importance of the Historic Environment a distinctive and natural placemaking through the planning system. The historic environment and environment and environment and environment and environment and environment and heritage values of individual historic assets, their setting and distinctiveness and character will be required to be fully considered by applicants there in the environment and statement as part of the planning process, as out (See Page 208). Development Management Policy (DNP11 – See Page 210) see development proposal affects a listed building or its setting, special regard must be preserving the building, or its setting, or any features of special architectural or possesses.
	124 3	In summary we are against this proposal as it goes against much of what the LDP says it is trying to achieve - this proposal puts the	Concerns relating to loss of green space,	The Deposit Plan has been prepared in accordance with Welsh Government Develop 3). It contains guidance on how to prepare, monitor and revise a development pl evidence to ensure that plans are effective and deliverable and contribute to placema
		wrong type of development with the wrong	infrastructure,	policy set out in Planning Policy Wales (PPW).
		type of houses in the wrong location. Other sites in Bridgend County may be better placed to support a development of this nature, with less impact. General observations on the wider planning issues: I have observed developers can, and have made arguments after planning consent has been granted, to reduce the levels of social housing based on financial viability and profits and to negotiate changes in conditions. This should not be allowed to	school's capacity, traffic, air quality, the historic environment and employment.	The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferre Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and inform response for the Replacement LDP. As such the Replacement LDP identifies an ap to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery.
		continue. Similarly Section 106 monies are not benefitting areas where development and disruption takes place, and is often reneged on; community voices in relation to Section 106 monies are not represented. Road adoption is an issue on new developments, and maintenance of sites at points where they have not been adopted is creating problems and unsafe routes creating hazards and falls risks. Additionally, the plan as a whole could and should be more ambitious in terms of the figures/percentages for social housing, and		The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities through Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implement housing in high need areas and ensure the County Borough's future housing required.
		developers should be expected to deliver a higher percentage that that proposed. Bridgend County appears to have become a commuter County and young people cannot afford to stay and get on the property ladder. In terms of economic regeneration, we should be aiming to keep more young		The Replacement LDP apportions sustainable growth towards settlements that alres services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken (See Aj sustainable settlement hierarchy. Based upon the consideration of a compreh sustainable growth will be appropriately directed towards the Main Settlements of Bi with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
		people employed and living locally with truly affordable housing		The plan preparation has involved the assessment of 171 sites. Each candidate site the criteria in the Candidate Site Assessment Methodology which was previously cor

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t and its's fundamental role in nvironment will be protected, development proposal on the nd their contribution to local s through the preparation of a utlined by Strategic Policy 18 eeks to ensure that, where a t be had to the desirability of l or historic interest which it

opment Plans Manual (Edition plan, underpinned by robust making, as defined in national

ate scale of economic growth based judgements regarding red Strategy Strategic Growth iod have been analysed and considered how the County ormed the most appropriate appropriate plan requirement sustainable patterns of growth,

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, hrough their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's bly Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable irrements can be realised.

Iready benefit from significant o enabling transit orientated Appendix 19) to establish a ehensive range of variables Bridgend and Pencoed along

te has been assessed against onsulted upon (See Appendix

	13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assess based on any specific issues they raised in terms of their deliverability, general location existing use(s), accessibility, physical character, environmental constraints and op were asked to prepare and submit a number of technical supporting studies deliverability, sustainability and suitability. Proceeding this detailed assessment, appropriate were included for allocation in the Deposit Plan. As such, candidate site was considered appropriate for allocation.
	As part of the proposed allocation of Land West of Bridgend, development will requirements including masterplan development principles and placemaking principles and place 71). The provision of new residential dwellings, including affordable alongside a new one and a half form entry Primary School, recreation facilities appropriate community facilities all set within distinct character areas.
	Policy PLA3 will ensure development positively integrate the remains of Llangewyd Scheduled Ancient Monument in a manner that preserves and enhances the remain Development must also incorporate the Laleston Trail within the central part of the s Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclose hedgerow corridor will be retained as the Y Berth cross link. In terms of active trave site and off-site measures to provide good quality, attractive, legible, safe and access linkages in accordance with Active Travel design. Improved linkages must be prov Bryntirion Comprehensive School and Bridgend Town Centre (including the bus stat connections will be provided to accord with the proposed routes within the Council's BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to ass and significant environmental effects of all substantive component within the PI allocations, etc.) and any identified reasonable alternatives. This builds directly u including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019 Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates SEA, process has informed the development of the Deposit Plan, including the inco- changes within the document. As a result, the SA Report concludes that there is sustainability issues in Deposit Plan, with plan components performing well against identifies strong compatibility between the LDP Vision/Objectives and the SA significant adverse effects (taking account of mitigation in all its forms).
	In accordance with statutory requirements, Planning Policy Wales sets out development to avoid direct adverse effects on nationally important heritage asset development resulting in adverse effects on the historic environment to be robust general presumption in favour of the preservation or enhancement of listed building with a requirement for development not to result in direct adverse effects on Schedule are exceptional circumstances. These issues are grouped under 'Cultural Heritag Sustainability Objectives considered by the SA. The potential for adverse impacts or is an important consideration in determining the overall sustainability and thus a allocations. Any sustainability impacts would also depend on the scale of development
	All Stage 2 Candidate Site Sites were considered to ascertain whether they had the point impact upon the historic environment. To facilitate this assessment, the Council considered for the Archaeological Trust (GGAT) early on in the process for their views on the like

ssment, sites were examined tion, neighbouring land uses, opportunities. Site promoters s to demonstrate the site's at, only those sites deemed are 308.C1 Bridgend (West of)

Il be subject to site-specific inciples (See Deposit Policy le units, will be incorporated es, public open space, plus

ydd Church and Churchyard ins as part of the wider site. e site, providing access to the osed byway with the existing vel, Policy PLA3 requires oncessible pedestrian and cycle rovided along the A473, with tation and train station). New I's ATNM: INM-BR-52, INM-

ssess the likely sustainability Plan (strategy, policies, site upon previous SA reporting 19) which accompanied the es how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also a Framework, plus no likely

t multiple requirements for ets and for the need for any stly justified. There is also a ngs and their settings, along led Monuments, unless there age', which is one of the 14 on Cultural Heritage was and suitability of candidate site nent proposed.

potential to cause an adverse insulted with the Glamorganikely range of impacts on the

historic environment along with recommendations for mitigation. Any identified im mitigated by site promoters.
For Land West of Bridgend the SA identified the potential for adverse impacts due to scheduled monuments and important archaeological sites. However, the requirement strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the allocation to implement specific masterplan development principles) represent for address the identified likely significant effects. These requirements also enhance the of the strategic site allocation more generally. The SA identifies relevant masterplation included in these spatial development policies to help ensure the avoidance of likely which could otherwise occur from this development proposal. Additional masterplan also included within Policy PLA3 to ensure site applies Good Design principles and a approach to siting, design, construction and operation in accordance with Plant principles were informed by SA findings and have been incorporated into the final assessment scoring updated to reflect their inclusion in the Deposit Plan.
Further to this, the site promoter commissioned EDP to undertake an Archaeological The assessment establishes that the site does not contain any World Heritage Monuments, listed buildings, registered historic parks and gardens or historic lands be a presumption in favour of their physical preservation in-situ and against archaeological remains, the site is identified as having moderate to high potent the medieval period, particularly in its northern extremity, which is adjacent to the site Church. However, the land is a SINC and will not be developed. Policy PLA3 w positively integrate with the remains of Llangewydd Church and Churchyard Schedu manner that preserves and enhances the remains as part of the wider site.
While there is a small amount of evidence for late prehistoric and Roman a 1km study area, the potential for archaeology of these periods within the site is deer settlement was focused elsewhere in the locality and any archaeology of this periods being present is low. Any further archaeological investigation can reasonably appropriately worded planning condition appended to a planning permission.
Potential impacts upon the setting of historic assets in the locality have focused or significant effects arising from changes to setting have been identified for scheduled n and registered parks and gardens. In respect of the Laleston Conservation Area, significant changes to its visual setting. It is acknowledged that development in the se remove a part of the agricultural landscape around Laleston which forms a be east. However, agricultural land will remain on all sides around Laleston, which will discrete settlement, while landscaping measures associated with the develop impression of coalescence. This is assessed as an impact of a minor order, with conservation area being retained. Policy PLA3 will require development to to maintain between the site and Laleston to retain the separate identities and character of preventing coalescence.
The site promoter also commissioned EDP to undertake a Landscape and Visual Applet of the appraisal was firstly to inform the design evolution of the scheme which enable to potential landscape and visual opportunities and constraints.

mpacts were required to be

to the proximity of the site to ements under SP2 (for each r the proposed strategic site forms of mitigation to help he sustainability performance rplan development principles ely significant adverse effects in development principles are d a Sustainable Placemaking anning Policy Wales. These al Deposit Plan, with SA site

al and Heritage Assessment. ge Sites, Scheduled Ancient dscapes, where there would at development. In terms of ential to contain remains from site of the former Llangewydd will require development to duled Ancient Monument in a

activity in the surrounding deemed low. Post-medieval period within the site is most ity of significant archaeology be secured through an

I on the 1km study area. No d monuments, listed buildings a, there will also not be any e southern part of the Site will buffer from Bryntirion to the ill retain its character as a elopment will mitigate any rith the special interest of the tain a strategic green corridor of these settlements whilst

Appraisal (LVA). The purpose abled an integrated approach

The LVA outlines that there are adverse and beneficial landscape effects resulting from However, the embedded mitigation and the approach to design is considered to min time as the proposed landscape establishes and overall the predicted effects are not from a landscape and visual perspective in the context of the delivery of a strategic h
The appraisal included a review of national and local policy, landscape character appraisal included assessment of the National Landscape Character Assessment Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) assessment. The appraisal confirms that the site relates well both in landscape and landscape and settlement, and that the site represents a logical extension to Brynti design is sensitive to the site's existing characteristics. The design appraised respons site such as the Bridgend Circular Walk, the byway, the hedgerow network and veg such the proposals put forward at this stage are considered to be a thoughtful and development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term manage the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC o informal and natural play on site provided increased public access would n function; The site contains very few of the key characteristics listed in the published do The site has a strong network of hedgerows, some which would be lost and the urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained; Provision of structural landscaping, a mix of native and non-native trees and s the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered structura aesthetically pleasing urban development which is well integrated with the pr and the settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority of it forms a desirable strong green framework that links with the wider green infra and south of the site; Adequate replacement planting of local species in appropriate locations to c trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment he and reflect local character.
Through consideration of the findings above, it is anticipated that any notable lar resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As such for residential development should be considered an acceptable extension to the exis which would not cause significant or wide-ranging adverse effects upon its surround

rom development of this site. hinimise adverse effects over not considered unacceptable c housing site.

eter and visual amenity. The ent (NLCA), LANDMAP, and 13) in addition to an on-site ind visual terms to the existing intirion provided a considered onds sensitively to assets on egetated site boundaries. As and easily assimilated future

agement. This would protect A landscape buffer would set e SINC could be used as a tly within the SINC could be offers a great opportunity for not clash with its ecological

documents on Laleston SLA. the field pattern replaced by ed by landscape buffers and d;

I shrubs proposed throughout as the visual amenity of future ctural planting to create an proposed landscape strategy

of the emerging proposals as frastructure to the north, west

compensate for any loss of

has been designed to protect

andscape and visual effects nd contained within a c.400m

as been sensitively designed mitigation measures in order ich, the promotion of this site sisting settlement of Bryntirion nding landscape context.

Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landscap safeguard landscape character whilst creating a sense of place. The developme detriment of the Special Landscape Area and any development proposal must incor adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 so by EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows SI site itself.
Given the combination of designated sites, it is concluded that any future plate to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public open When linked with proposed POS and play areas across the developable site thi benefit to both visual and recreational amenity, conservation and biodiversity enh latter, the SINC provides a potential space to accommodate ecological mitigation and and thus offset ecological impacts that may arise during the development of adjacer
An Extended Phase 1 survey was undertaken in February 2020, supplemented by f March 2020. The Phase 1 survey concluded that the site is dominated by agricultur limited botanical interest and thus of low inherent ecological value. Habitats of gre include the native hedgerows delineating the northern boundary and internal field woodland habitat and marshy grassland associated with Laleston Meadows SINC. identified several trees with low to high potential to support a bat roost whilst onsite p for their potential to support great crested newt.
The results of the desk study and Extended Phase 1 survey have influenced the matter to locate development across those habitats of predominantly limited ecolor boundary habitats as far as possible. Where retained, such features have been account informal green space and sustainable transport links, which ultimately enhances contained contributes to the wider green infrastructure resource.
Where avoidance is not possible, however, and will result in the loss of interpredominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant ecological or where necessary. This will be in addition to the sensitive positioning of built retained boundary features to minimise damage.
The report also highlights further detailed habitat and species surveys whinform a planning application and ensure proposed mitigation is appropriation include a Dormouse survey, which was raised in comments received from NR

e landscape in which it sits, s must be minimised through ape and access features to ent must also not be to the orporate measures to reduce

survey has been undertaken ere are a number of statutorily SINC which overlaps with the

lanning submission will need atures, including the Laleston le Laleston Meadows SINC ained features will be further gn of built development away

e Study's Site boundary will en space and wildlife zones. his will provide a significant hancement. In respect of the nd biodiversity enhancements ent land.

r further roosting bat works in urally improved grassland of reatest ecological importance Id boundaries in addition to C. The roosting bats surveys ponds have been considered

hasterplan which has sought logical value whilst retaining commodated within proposed nnectivity throughout the Site

ernal field boundaries (albeit te and extent to enable future I constraints and compensate ilt development away from

vhich are recommended to iate and proportional. These RW. Policy PLA3 will require

the development to retain and provide suitable buffers to habitats, particularly h Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which bordering the northern and north-western boundaries of the site. PLA3 will also req and agree ecological management plans including proposals for mitigation, enha
for retained habitats and protected species (including for bats and dormouse) compensatory and replacement habitat.
Policy PLA3 will require development to incorporate the Laleston Trail within the cent access to the Bridgend Circular Walk and realigned Public Right of Way. Addin hectares of retained green infrastructure and new areas of public open space seven key areas of formal open space (including 0.5ha of equipped play p and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses not proceed. Such infrastructure includes transport, education, health, environmen addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be manual the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insur- delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage strat the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info- site as green in its RAG assessment. As such, all proposed land uses are permitt consequence assessment. The SFCA does highlight that a small proportion of the flooding due to surface water, which corresponds with topographic depressions ru There are two areas most at risk of surface water flooding. The first corresponds w flowing down into the north western corner of the site. This area of the site is curre which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key s runs through the centre of the site towards the A473 where a small area of high surfac The surface water flow routes in this part of the site will be retained where possible surface water drainage strategy through the use of SUDs and green corridors.
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place Map for Planning shows the site to be located outside of any flood zone and is there risk of flooding.

hedgerows, trees (including includes the green space quire the developer to submit hancement and maintenance) and provide appropriate

ntral part of the site, providing ditionally, PLA3 requires 4.1 across the site comprising provision), informal spaces lic access to part of Laleston

en produced (See Appendix it which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

t works are required on both lodelling Assessment will be rmountable obstacles to the

rategic of which confirms that e 15 to indicate that there is flected in comments received forms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water ently comprised of woodland s area of surface water flood surface water flow route that ace water flood risk is shown. e and incorporated within the

d by the new Flood Map for ood risk extents over the next ce. A review of the new Flood efore considered at low or no

In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP process to ensure the level and spatial distribution of growth proposed was clarified to help fa provision. As part of Stage 3 of the Candidate Site Assessment, the health board a bodies were invited to provide comments in respect of those sites identified as suita and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately of healthcare services, close working relationships will continue and be maintained University Health Board. This will be key to service provision planning as site allocation progress.
The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts are addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the obj receptor (representative of 6-8 homes) in 2022, with or without the proposed develor considered unlikely that any new homes within the development will be occupied be would be reasonable to expect concentrations at these 8 homes to be below the object demonstrated that the impacts in terms of annual mean nitrogen dioxide concentration traffic being on the roads in 2022 will be negligible everywhere other than at this one under this scenario would be moderate adverse. However, bearing in mind that no no before 2024, and the development is unlikely to be complete and thus generating its 2030s, this scenario is unrealistically worst-case. Applying professional judgement, that the actual impact of the development at these 8 homes will also be negligible occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentrations be objectives. As such, the overall operational air quality effects of the development are
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transpornumber of dwellings the site is expected to deliver. This identifies the various transport development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nation densities should be encouraged in urban centres and near major public transport no the site's location within the Primary Key Settlement of the County Borough and the

en engaging with Cwm Taf ess. Early meetings were held facilitate alignment of service d amongst other consultation itable for future development control provision of primary d with Cwm Taf Morgannwg ations within the Deposit Plan

ity Assessment to assess the s arising from the additional ns have been modelled for a re expected to be greatest. In re residents on the proposed

main below the objectives at II impacts for these pollutants

bjective at all but one existing elopment. However, it is now before 2024, by which time it ojective. The assessment has ations of the full development he receptor, where the impact o new homes will be occupied ts full traffic volumes until the ht, it is considered most likely ble in all years from the first

sed development have been eing well below the air quality e judged to be 'not significant

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town

Centre, this density level is therefore considered appropriate to foster sustainable cor by the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery proposal, ensuring that development is contributing to the promotion of a sustainable
The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fac colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
Whilst developments should be encouraged in locations which reduce the need to trasustainable transport, the Council recognises that any development growth will like demand, and that increased traffic levels and congestion is likely to occur if approximeasures and infrastructure are not delivered. Therefore a Strategic Transport Asset has been undertaken to consider the impact of plan proposals and help guide delivering land allocations by means of modelling and quantifying the transport impact technical notes accompanying this assessment demonstrate that the proposed level within the LDP can be accommodated within the BCBC Highway Network with suitable to the transport of the transport within the suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Network with suitable technical notes accommodated within the BCBC Highway Ne
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29).
Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially incompositive communities. Such requirements include pursuing transit-or prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New connections will be provided to accord with the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127
Policy PLA3 will require on-site highway improvements to ensure the principal p achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the existing southern side of the A473.
The site promoter's Transport Assessment confirms that the traffic effect of 850 dwel order of 269 and 243two-way movements in the AM and PM peak hours respectively, worst case as attitudinal change towards travel progresses. This quantum of trips eq

ommunities, further bolstered

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy ery of any strategic site or any ble and healthy lifestyle.

ilities including town centres, facilities such as schools and work in the County Borough. alking connections which will

travel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) e and inform the process of pact of these proposals. The evel of development detailed cable mitigation.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

West of Bridgend, which are nclusive developments and orientated development that or vehicle dependency. Wellhe site to foster community providing safe pedestrian and gend Town Centre (including h the proposed routes within 27 and 2120.

point of vehicular access is ne junction will accommodate ng active route BRC9b on the

ellings is forecast to be in the y, although this is considered equates to just over 4vehicles

			per minute two-way, diluted across the local highway network. The assessme development provides opportunities to create a new western edge to Bridgend in a community facilities suitable for day to-day living. In this way, the transport case for n necessary to promote sustainable travel modes before the private vehicle. The of the travel planning and the locational advantages, together with the Mobility Strategy benefit for existing and new residents, significantly improving travel choice, fo social journeys and hence social inclusion. Working from home and from a thir Workhub will be encouraged from the outset, in line with Welsh Government's aspira Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform t Appendix 9) of which was carried out to identify the likely significant environmen effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely signific enhance the effectiveness of the plan. The findings of the SA indicate that the prop proposed range of land uses will likely produce a wide range of significant beneficial
31	I am writing in regards to the LDP, to site PLA3 where I and local residents have raised a number of concerns about the infrastructure and environment, the impact on Newcastle ward and the facilities they use including roads, medical and education, which may be outside of the ward, used by those who live in the ward. The residents inform and are worried that the infrastructure is not in place and would be unable to cope, when we have already developments being built, which already causing pressure on facilities. The local Comprehensive School, for example, has not yet caught up with the housebuilding of the previous decade. The viability of further expansion of Bryntirion Comprehensive School is very doubtful due to road access constraints. Other aspects of infrastructure including sewerage, drainage, NHS services, etc. have not been anywhere nearly adequately addressed. In Newcastle ward the air quality testing in Park Street reveals it to be one of the most polluted	Concerns relating to loss of green space, infrastructure, school's capacity, traffic, air quality, the historic environment and employment.	 proposed range of land uses will likely produce a wide range of significant beneficial The Deposit Plan has been underpinned by the identification of the most appropriate and housing provision, all of which have been based upon well informed, evidence b need, demand and supply factors (See Appendix 42 – Background Paper 2: Preferrer Options). A range of growth scenarios across the whole Replacement LDP period discussed within the Strategic Growth Options Background Paper. This has co Borough's demographic situation is likely to change from 2018-2033 and inform response for the Replacement LDP. As such the Replacement LDP identifies an age to enable a balanced level of housing and employment provision that will achieve sus support existing settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development provision that will achieve susting settlements and maximise viable affordable housing delivery. The distribution of growth is further evaluated and justified in the Spatial Strategy of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existir Maesteg and the Llynfi Valley are still denoted as regeneration priorities three Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howev success in delivering development on brownfield land in other settlements (notable Gateway), there are limited further brownfield regeneration opportunities remaind deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing required to the settlements within the SA Report
	locations in the County and it is my understanding that these extra homes are not part process when working out to remedy the situation. Increased road traffic would also put further strain on the A473 junctions at Heol y Nant and other junctions that lead on to Park Street, with Park Street already has long queues on, which is already strained for capacity. Therefore because of the impact on my ward, I or the residents I have spoken to cannot support		viable, brownfield regeneration sites have recently been delivered under the existing expected to come forward within the next few years. However, remaining viable developed land are exhausted, therefore some greenfield sites are required in a s complementary allocations on the edge of existing settlements. Identification of app Extensions has been undertaken in accordance with the Site Search Sequence and in Planning Policy Wales, as documented in supporting evidence to the Plan. This is Assessment, Spatial Strategy Options Background Paper, Housing Trajectory Minimising the Loss of BMV Agricultural Land Background Paper. The rationale for within the Deposit Plan is clearly outlined in the Candidate Site Assessment. With sites are supported by a large body of technical and viability evidence to demonstration

ment concludes that the a self-sustaining site offering mobility provides the options design of the environment, gy means there is a major for commuting, leisure and hird-place such as a non-site irations.

the Replacement LDP (See ental and wider sustainability cement measures should be ficant adverse effects and to oposed development with its al effects.

ate scale of economic growth based judgements regarding red Strategy Strategic Growth od have been analysed and considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, nrough their designation as ent opportunities within these Vales and seeks to minimise ever, given the existing LDP's oly Bridgend and the Valleys aining. Additional viable and ment SP1, deliver affordable irements can be realised.

aper, the majority of existing, ng LDP or are committed and e opportunities on previously sustainable manner through opropriate Sustainable Urban nd other requirements set out s includes the Candidate Site ory Background Paper and for the proposed allocations thout exception, all proposed rate their deliverability.

the proposal set out because of the impact	In terms of education, the development will be required to fund a new primary school,
on Newcastle ward and those who use local facilities, which includes the lack of facilities, infrastructure and the impact on the environment with the extra traffic. Therefore this proposal should be removed from the LDP.	site, and also additional secondary education contributions in accordance with the Residential Development Supplementary Planning Guidance document. The site print that this site can viably support a contribution towards such education provision. In on-site primary school, the Local Education Authority will determine the exact mann education contribution will be employed at an appropriate point in the future to ensure
	In terms of GP surgeries the Council has been engaging with Cwm Taf Morgannwg Up the outset of the Replacement LDP process. Early meetings were held to ensure the le of growth proposed was clarified to help facilitate alignment of service provision. Candidate Site Assessment, the health board amongst other consultation bodie comments in respect of those sites identified as suitable for future development and Deposit LDP. Whilst the Council cannot ultimately control provision of primary health relationships will continue and be maintained with Cwm Taf Morgannwg University key to service provision planning as site allocations within the Deposit Plan progress
	In terms of infrastructure, policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the for the mixed-use Strategic Development Sites in Regeneration Growth Areas and S Such requirements include masterplan development principles and development require to contribute and address the identified key issues and drivers identified throug preparation process. This will be facilitated through the provision of affordable h provision, public open space and active travel provision.
	Development of this scale (sustainable urban extensions) is necessary to create sus will incorporate a mix of complementary uses and deliver improvements to existing in new supporting infrastructure. The latter factor is particularly notable given the school County Borough and the need for new strategic sites to be significant enough in sca new primary school as a minimum.
	In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses w not proceed. Such infrastructure includes transport, education, health, environment additional to community and cultural infrastructure.
	In terms of traffic concerns, the Replacement LDP identifies and differentiates be places by defining a settlement hierarchy. This has been informed by the conclusio Borough Settlement Assessment (2019, updated in 2021) (See Appendix 19), which re and functional settlement pattern and seeks to achieve more sustainable places in a and type of growth apportioned to settlements is dependent upon their individual role within the settlement hierarchy. This is to ensure the Replacement LDP and spatial – Background Paper 3: Spatial Strategy Options) directs the majority of growth toward from good infrastructure including transport networks, services and facilities, or whe be provided.
	Whilst developments should be encouraged in locations which reduce the need to tra sustainable transport, the Council recognises that any development growth will lik demand, and that increased traffic levels and congestion is likely to occur if appro measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide a

ol, which will be provided onne Educational Facilities and promoter has demonstrated n addition to provision of the nner in which the secondary are effective school provision.

University Health Board from e level and spatial distribution h. As part of Stage 3 of the dies were invited to provide and possible allocation in the hcare services, close working ty Health Board. This will be ss.

the site-specific requirements d Sustainable Growth Areas. equirements all of which seek ough the Replacement LDP e housing, on-site education

sustainable communities that infrastructure and/or provide ol capacity issues across the cale to support provision of a

en produced (See Appendix t which the development of within the plan period could ntal management, utilities in

between the sustainability of sions of the Bridgend County in reflects Bridgend's historical a number of ways. The scale roles, functions and positions al strategy (See Appendix 43 rds areas that already benefit where additional capacity can

ravel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) and inform the process of

delivering land allocations by means of modelling and quantifying the transport impate technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suitab
Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces depende enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29).
Strategic site allocations identified by policies PLA1-PLA5 detail the site-speci masterplan development principles and development requirements. Such requirement orientated development that prioritises walking, cycling and public transport use, whe vehicle dependency. Well-designed, safe walking and cycling routes must be incomp to foster community orientated, healthy walkable neighbourhoods.
In terms of green space and the natural environment, the Strategy acknowledges the a rich and varied biodiversity with a broad range of species, habitats and unique, rich the Deposit Plan have been refreshed and updated from the existing LDP and will co borough's environment in line with national planning policy and the Environment Act development in the countryside, special landscape areas, local / regional nature hedgerows and development, green infrastructure, nature conservation and natura public health.
As part of the technical supporting evidence base accompanying the Deposit Plan, t an updated detailed audit of existing outdoor sports and children's playspace across Appendix 22: Outdoor Sport and Children's Play Space Audit (2021)). Its findings justifying the provision of new facilities and/or remedying local deficiencies in provis means of safeguarding and enhancing existing facilities as appropriate.
Additionally, the Council has undertaken a Green Infrastructure Assessment (See a shape the planning and delivery of green infrastructure throughout the County B summaries the findings of the detailed 'audit' of the provision of Outdoor Sports and within the County Borough of which is endorsed by Fields in Trust (FIT), whilst also a to include green infrastructure assets (such as allotments, cemeteries, woodlands Integrated Network Maps. As such the assessment will provide a mechanism to e forms an integral and significant part of development and wider infrastructure proposi-
Development proposals including strategic site allocations will be expected to main Bridgend's green infrastructure network and ensuring that individual green assets are and integrated into any new development.
In terms of Strategic Development Sites, Policies PLA1-PLA5 detail the site spect masterplan development principles and development requirements. Such requirement retain and provide suitable buffers to habitats, particularly hedgerows, trees (inclu Ancient Woodland), and SINCs. Additionally, green infrastructure and outdoor recreat to be delivered in accordance with Policy COM10 and Outdoor Recreation Fa Development Supplementary Planning Guidance.

pact of these proposals. The evel of development detailed able mitigation.

re that development must be dency on the private car and ity facilities. Development will e, public transport measures, nd Local Transport Plan and

cific requirements including ents include pursuing transitwhilst reducing private motor prorated throughout the site

that the County Borough has ch landscapes. Policies within continue to protect the county ct 2016. These policies cover re conservation sites, trees, iral resources protection and

, the Council has undertaken less the County Borough (See les can be used as means of *r*ision. It can also be used as

e Appendix 23) to guide and Borough. The assessment and Children's Playing Space adopting a holistic approach ads, broad habitats) and the ensure green infrastructure osals.

aintain, protect and enhance re retained wherever possible

ecific requirements including ements will ensure that sites cluding Ancient and/or Semiation facilities will be required Facilities and New Housing

 Issues: Our residents have observed development viability account to LMA over the plan pairs of the plan pairs on the member of the level of social housing bases and planning consent has been granted, to require changes in conditions. It is an issue on new development and disruption takes place, and is often renegation to Section 106 monies are not persented. Road adaption to be an adopted on: community volces in relation to Section 106 monies are not persented. Road adaption is an issue on new developments, and maintaine of sites at points where they have not been adopted is creating problems. Additionally, the plan as a whole could and should be more ambitious in terms of atfordable housing trough is an adopted to deliver a higher percentage. While additional affordable housing is needed throughout the County Borough (See Appendix 23). The appression of the figures/persentage. This may result in the level of adopted housing is needed throughout the County Borough (See Appendix 23). The appression of the figures/persentage. While additional affordable housing is needed throughout the County Borough (See Appendix 23). The settlement Assessment (See Appendix 23). The appression of the groupse yourg people and levels of developed and living locally. While additional affordable housing is needed throughout the County Borough (See Appendix 23). Appendix 43) Baciground Paper, informed the classification of Bridgend as a whole commuter County appars to have become a constained in the property and yourg people employed and living locally. While additional affordable housing is needed throughout the County Borough and Bridgend Papendix 13). Baciground Paper, informed the classification of Bridgend Paper information of the groupse yourg people employed and living locally. While additional affordable housing arrows the County Borough and Iving locally. The LDP is one significant means of addressing this shortfall, although it an ad				
 (2021) (See Appendix 32) was therefore prepared to determine the extent the need identified for affordable housing across the County Borough ove considered the broad levels of development viability across the County Borough ove considered the broad levels of development viability across the County Borough ove considered the broad levels of development viability across the County Borough ove considered the broad levels of development viability across the County Borough ove considered the broad levels of development viability across the County Borough ove considered the broad levels of development viability across the County Borough ove considered the broad levels of development of the contribution that sites (within to the delivery of the Plan. This process informed the contribution that sites (within to the delivery of infrastructure, affordable housing and other policy requireflected in Development Management Policy COM3. During the plan period, development proposals within the LDP are expected dwellings across the County Borough in order to contribute to the level of the The remaining need for affordable housing (identified in the LHMA) will need other mechanisms. These mechanisms include capital grant funding (Social funded Registered Social Landlord developments, private sector leasing sch and re-configuration of existing stock. However, these mechanisms are o especially considering that past availability of capital funding (notably Social robust indication of the future availability of funding over the life of the LDP. 45 Draft Local Development Plan Proposed is ite: PLA3, LAND WEST OF BRIDGEND Locally known as the "Circus Field" (and space, space, space). 	435	issues: Our residents have observed developers can, and have made arguments after planning consent has been granted, to reduce the levels of social housing based on financial viability and profits and to negotiate changes in conditions. This should not be allowed to continue. Similarly Section 106 monies are not benefitting areas where development and disruption takes place, and is often reneged on; community voices in relation to Section 106 monies are not represented. Road adoption is an issue on new developments, and maintenance of sites at points where they have not been adopted is creating problems. Additionally, the plan as a whole could and should be more ambitious in terms of the figures/percentages for social housing, and developers should be expected to deliver a higher percentage. Bridgend County appears to have become a commuter County and young people cannot afford to stay and get on the property ladder. In terms of economic regeneration, we should be aiming to keep more young	to S106 contributions as well as employment opportunities for young people within the	While additional affordable housing is needed throughout the County Borough, the Area in terms of quantity and type, with Bridgend having been identified as the hige evidence, combined with the Settlement Assessment (See Appendix 19) and Settlement A3) Background Paper, informed the classification of Bridgend as the Fetthe Settlement Hierarchy and the primary focus for sustainable growth. Equally, the within and informed classification of the other Main Settlements in the Strategy (if and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with more spatial Strategy has therefore been developed to maximise affordable housing of areas.
 dwellings across the County Borough in order to contribute to the level of homological in the LHMA) will need of affordable housing (identified in the LHMA) will need other mechanisms. These mechanisms include capital grant funding (Social funded Registered Social Landlord developments, private sector leasing sch and re-configuration of existing stock. However, these mechanisms are or especially considering that past availability of capital funding (notably Social robust indication of the future availability of funding over the life of the LDP. 45 Draft Local Development Plan Proposed site: PLA3, LAND WEST OF BRIDGEND Locally known as the "Circus Field" (and space, 				(2021) (See Appendix 32) was therefore prepared to determine the extent to wh the need identified for affordable housing across the County Borough over the considered the broad levels of development viability across the County Borough's as identified within the LHMA and was supplemented with site specific viability delivery of the Plan. This process informed the contribution that sites (within diffe to the delivery of infrastructure, affordable housing and other policy requirement
site: PLA3, LAND WEST OF BRIDGEND to loss of green Locally known as the "Circus Field" (and space, Act 2014 places a legal duty on the Council to meet any identified Gypsy and Space, Act 2014 places a legal duty on the Council to meet any identified Gypsy and Space Spac				During the plan period, development proposals within the LDP are expected to del dwellings across the County Borough in order to contribute to the level of housing The remaining need for affordable housing (identified in the LHMA) will need to be other mechanisms. These mechanisms include capital grant funding (Social Hous funded Registered Social Landlord developments, private sector leasing schemes, and re-configuration of existing stock. However, these mechanisms are outside especially considering that past availability of capital funding (notably Social Hous robust indication of the future availability of funding over the life of the LDP.
etc. To: whom it may concern at Bridgend school's capacity, meet any identified need to comply with statutory legislation.	45	site: PLA3, LAND WEST OF BRIDGEND Locally known as the "Circus Field" (and surrounding) site Proposal for 850 houses,	to loss of green space, infrastructure,	Comments noted. Regarding potential gypsy and traveller site allocations, it is a We for all Local Authorities to undertake a Gypsy and Traveller Accommodation Asse Act 2014 places a legal duty on the Council to meet any identified Gypsy and Tra These needs have to be considered as part of the Replacement LDP process an meet any identified need to comply with statutory legislation.

ermine the extent to which the Assessment considered the ng Market Areas as identified se sites key to delivery of the eas) can make to the delivery gs of the viability assessment cess follows guidance set out at the provision of affordable negotiations on a site by site reduced.

lated Local Housing Market sessment has informed the affordable housing provision,

his varies by Housing Market ghest housing need area. This patial Strategy Options (See Primary Key Settlement within he LHMA identified high need including Pencoed, Porthcawl oderate need in Maesteg. The delivery in high housing need

be recognised that its policies an-Wide Viability Assessment ich the LDP can contribute to plan period. The Assessment seven Housing Market Areas testing for those sites key to erent market areas) can make ints. These requirements are

iver a total of 1,977 affordable need identified by the LHMA. e delivered through a range of sing Grant or otherwise), self-, re-utilisation of empty homes e the scope of the LDP itself, sing Grant) does not provide a

elsh Government requirement essment the Housing (Wales) veller accommodation needs. d the plan to propose sites to

	County Borough Council I hereby object to	traffic, air quality,	
	the above proposal and ask for this site to	the historic	The Deposit Plan has been prepared in accordance with Welsh Government Developn
	be deleted from the final LDP, on the	environment and	3). It contains guidance on how to prepare, monitor and revise a development pla
	following grounds. • Further housing is not	employment.	evidence to ensure that plans are effective and deliverable and contribute to placemal
	necessary at this location. An evidence-		policy set out in Planning Policy Wales (PPW).
	based case has not been made. The West		
	of Bridgend area has been the site of some		The Deposit Plan has been underpinned by the identification of the most appropriate
	3000 new houses in recent years. This is		and housing provision, all of which have been based upon well informed, evidence ba
	already a disproportionate amount. It would		need, demand and supply factors (See Appendix 42 - Background Paper 2: Preferred
	be bad planning to add a further 850 houses		Options). A range of growth scenarios across the whole Replacement LDP period
	to this area. To make this delicate site		discussed within the Strategic Growth Options Background Paper. This has cor
	profitable, even so-called "affordable"		Borough's demographic situation is likely to change from 2018-2033 and inform
	housing would be beyond the means of		response for the Replacement LDP. As such the Replacement LDP identifies an app
	most young persons. • Infrastructure is not		to enable a balanced level of housing and employment provision that will achieve sust
	in place to support further development.		support existing settlements and maximise viable affordable housing delivery.
	The local comprehensive school, for		
	example, has not yet caught up with the		The distribution of growth is further evaluated and justified in the Spatial Strategy C
	housebuilding of the previous decade. The		(See Appendix 43 – Background Paper 3). The strategy prioritises the developmer
	viability of further expansion of Bryntirion		periphery of sustainable urban areas, primarily on previously developed brownfield
	Comprehensive School is very doubtful due		on the delivery of the brownfield regeneration allocations identified in the existing
	to road access constraints. Section 106		Maesteg and the Llynfi Valley are still denoted as regeneration priorities thro
	contributions from a developer would		Regeneration Growth Areas. The ongoing commitment to brownfield development
	therefore be futile for this purpose. Sending		settlements accords with the site-search sequence outlined in Planning Policy Wal
	children from the proposed site to other		developmental pressure on Best and Most Versatile (BMV) agricultural land. Howeve
	comprehensive schools would violate the		success in delivering development on brownfield land in other settlements (notably
	local place making principles stated in the		Gateway), there are limited further brownfield regeneration opportunities remaini
	draft LDP. Other aspects of infrastructure		deliverable sites (including some greenfield sites) are therefore required to impleme
	including sewerage, drainage, NHS		housing in high need areas and ensure the County Borough's future housing requirer
	services, etc. have not been anywhere		The Depletement I DD ennewione eveteinskie ensuth terrende settlements that show
	nearly adequately addressed. • Further		The Replacement LDP apportions sustainable growth towards settlements that alread
	along the A473, air quality testing in Park		services, facilities and employment opportunities and are most conducive to e
ĺ	Street reveals it to be one of the most		development. As such, a Settlement Assessment has been undertaken (See Ap
	polluted locations in the county. Generating		sustainable settlement hierarchy. Based upon the consideration of a comprehe
	more traffic to use the A473 violates the		sustainable growth will be appropriately directed towards the Main Settlements of Brid
	sustainable development principles		with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly.
	contained in the draft LDP. • Further road		The plan propagation has involved the accessment of 171 sites. Each condidate site h
	traffic would also put further strain on the		The plan preparation has involved the assessment of 171 sites. Each candidate site h
	A473 junctions with Elm Crescent and Heol		the criteria in the Candidate Site Assessment Methodology which was previously cons
	y Nant, the traffic lights at Bryngolau, and		13 – Candidate Sites Assessment Report (2020)). During Stage 2 detailed assessment has of their deliverability, general location
	the A48 Broadlands roundabout, which is		based on any specific issues they raised in terms of their deliverability, general locatio
	already strained for capacity. This		existing use(s), accessibility, physical character, environmental constraints and opp
	development would inevitably lead to further		were asked to prepare and submit a number of technical supporting studies t
	traffic driving through the village of Laleston		deliverability, sustainability and suitability. Proceeding this detailed assessment,
	to access the A48 and thereby the M4. •		appropriate were included for allocation in the Deposit Plan. As such, candidate site 3
	The site would coalesce the community		was considered appropriate for allocation.
	boundaries of Bryntirion and Laleston,		As part of the proposed allocation of Land Mast of Pridagond development will b
	contrary to good planning principles. • The		As part of the proposed allocation of Land West of Bridgend, development will I
	site has an inherently rural aspect, it forms		requirements including masterplan development principles and placemaking princ
	a green wedge bordering a ward that is		PLA3 – Page 71). The provision of new residential dwellings, including affordable
	officially rural, and a ward that is officially		

pment Plans Manual (Edition plan, underpinned by robust naking, as defined in national

ate scale of economic growth based judgements regarding red Strategy Strategic Growth od have been analysed and considered how the County ormed the most appropriate appropriate plan requirement ustainable patterns of growth,

y Options Background Paper nent of land within or on the ld sites. It continues to focus ting LDP, hence, Porthcawl, prough their designation as nt opportunities within these vales and seeks to minimise ever, given the existing LDP's oly Bridgend and the Valleys ining. Additional viable and ment SP1, deliver affordable rements can be realised.

ready benefit from significant enabling transit orientated Appendix 19) to establish a chensive range of variables Bridgend and Pencoed along

e has been assessed against onsulted upon (See Appendix sment, sites were examined ation, neighbouring land uses, opportunities. Site promoters is to demonstrate the site's at, only those sites deemed as 308.C1 Bridgend (West of)

Il be subject to site-specific inciples (See Deposit Policy le units, will be incorporated

urban. The overall effect would be the	alongside a new one and a half form entry Primary School, recreation facilities,
urbanisation of the entire district.	appropriate community facilities all set within distinct character areas.
Urbanisation would violate the council's	
objective of maintaining and enhancing the	Policy PLA3 will ensure development positively integrate the remains of Llangewyde
natural resources and biodiversity of the	Scheduled Ancient Monument in a manner that preserves and enhances the remains
county borough. • This green wedge is the	Development must also incorporate the Laleston Trail within the central part of the si
location of the Laleston Stones Trail, and	Bridgend Circular Walk and realigned Public Right of Way. Furthermore, the enclose
the Bridgend Circular Walk, and is a field,	hedgerow corridor will be retained as the Y Berth cross link. In terms of active travel
woodland and hedgerow system with an	site and off-site measures to provide good quality, attractive, legible, safe and acces
historical heritage. Llangewydd Road and	linkages in accordance with Active Travel design. Improved linkages must be prov
its surrounding lane network have been	Bryntirion Comprehensive School and Bridgend Town Centre (including the bus stati
identified by historians as a pre-historic	connections will be provided to accord with the proposed routes within the Council's
ridgeway, a medieval pilgrims' way, Ffordd	BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.
y Gyfraith ("The Way of the Law"), and a	
drovers' road. There is a strong possibility	The Replacement LDP is accompanied by a SA Report (incorporating SEA) to asse
of Roman and Celtic archaeology on site.	and significant environmental effects of all substantive component within the Pla
The proposed site is criss-crossed by public	allocations, etc.) and any identified reasonable alternatives. This builds directly up
rights of way which have been	including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019
conscientiously maintained by the	Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates I
Community Council and which are highly	SEA, process has informed the development of the Deposit Plan, including the incor
valued by local people and visitors.	changes within the document. As a result, the SA Report concludes that there is
Urbanising them would create a miserable	sustainability issues in Deposit Plan, with plan components performing well against
aspect, which the developer's proposals for	identifies strong compatibility between the LDP Vision/Objectives and the SA F
"corridors" would not mitigate. Developers	significant adverse effects (taking account of mitigation in all its forms).
would leave the site transferring corridor	
maintenance costs onto the community. •	In accordance with statutory requirements, Planning Policy Wales sets out r
No evidence has been produced to show	development to avoid direct adverse effects on nationally important heritage assets
that the commercial benefits of building at	development resulting in adverse effects on the historic environment to be robustly
this location would more than outweigh the	general presumption in favour of the preservation or enhancement of listed building
loss of positive social value of the site in its	with a requirement for development not to result in direct adverse effects on Scheduled
current condition. Overall, there would be a	are exceptional circumstances. These issues are grouped under 'Cultural Heritage
severe loss of visual, social and public	Sustainability Objectives considered by the SA. The potential for adverse impacts on
amenity. • The loss of the rich and diverse	is an important consideration in determining the overall sustainability and thus su
flora and fauna of the woodland, fields and	allocations. Any sustainability impacts would also depend on the scale of development
hedgerows is not justified by any	
commercial benefit from this development.	All Stage 2 Candidate Site Sites were considered to ascertain whether they had the pot
This is a greenfield site which is a barrier	impact upon the historic environment. To facilitate this assessment, the Council cons
between Laleston and Bridgend, it should	Gwent Archaeological Trust (GGAT) early on in the process for their views on the like
not be built over when there are numerous	historic environment along with recommendations for mitigation. Any identified imp
suitable brownfield sites across the county	mitigated by site promoters.
borough • This urbanisation would create	
an undesirable precedent for further	For Land West of Bridgend the SA identified the potential for adverse impacts due to
urbanisation to south, north and west. It	scheduled monuments and important archaeological sites. However, the requirement
would move the built-up area's boundary,	strategic site allocation to be supported by a detailed masterplan) and PLA3 (for the
making further greenfield development	allocation to implement specific masterplan development principles) represent fo
difficult to resist. This would cause further	address the identified likely significant effects. These requirements also enhance the
coalescence, with Broadlands to the south,	of the strategic site allocation more generally. The SA identifies relevant masterpla
Penyfai to the north, and towards Pyle in the	included in these spatial development policies to help ensure the avoidance of likely
west.	which could otherwise occur from this development proposal. Additional masterplan of
The proposal to close Llangewydd Road to	also included within Policy PLA3 to ensure site applies Good Design principles and a

es, public open space, plus

ydd Church and Churchyard ins as part of the wider site. site, providing access to the osed byway with the existing vel, Policy PLA3 requires onressible pedestrian and cycle ovided along the A473, with tation and train station). New I's ATNM: INM-BR-52, INM-

Plan (strategy, policies, site upon previous SA reporting 19) which accompanied the s how the SA, incorporating corporation of recommended is good coverage of all key st the SA Framework. It also Framework, plus no likely

t multiple requirements for ets and for the need for any stly justified. There is also a ngs and their settings, along led Monuments, unless there age', which is one of the 14 on Cultural Heritage was and suitability of candidate site nent proposed.

potential to cause an adverse onsulted with the Glamorganikely range of impacts on the mpacts were required to be

to the proximity of the site to ements under SP2 (for each r the proposed strategic site forms of mitigation to help be sustainability performance plan development principles ely significant adverse effects n development principles are d a Sustainable Placemaking

vehicular traffic is undesirable and	approach to siting, design, construction and operation in accordance with Planning Policy Wales. These
disingenuous. a) Undesirable, because	principles were informed by SA findings and have been incorporated into the final Deposit Plan, with SA site
this lane is already a popular walking and	assessment scoring updated to reflect their inclusion in the Deposit Plan.
cycling route, and vehicular traffic coexists	
without difficulty on this stretch. Alternative	Further to this, the site promoter commissioned EDP to undertake an Archaeological and Heritage Assessment
vehicle movements, along the lane north	The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancien
from the A473 at Crossways, towards the	Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would
Old Church Field, as apparently	be a presumption in favour of their physical preservation in-situ and against development. In terms o
recommended by the developer, would	archaeological remains, the site is identified as having moderate to high potential to contain remains from
cause unacceptable conflict with walkers	the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewyde
and cyclists along a lane that would require	Church. However, the land is a SINC and will not be developed. Policy PLA3 will require development to
considerable upgrading and maintenance	positively integrate with the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in
due to its current poor state for vehicular	manner that preserves and enhances the remains as part of the wider site.
traffic and regular flooding throughout the	While there is a small amount of avidence for late prohistoric and Demon activity in the surroundin
winter months. Alternative vehicular	While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding
movements would not be equally	1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieva
convenient to any users of the lane network,	settlement was focused elsewhere in the locality and any archaeology of this period within the site is mos
and the unintended consequences could be	likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeolog
severe. They have not been investigated.	being present is low. Any further archaeological investigation can reasonably be secured through a
b) Disingenuous, because no evidence has	appropriately worded planning condition appended to a planning permission.
been put forward to argue for the closure of	
Llangewydd Road. It is therefore	Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No
reasonable to suggest that a credible	significant effects arising from changes to setting have been identified for scheduled monuments, listed building
motive for this closure is to eliminate	and registered parks and gardens. In respect of the Laleston Conservation Area, there will also not be an
Llangewydd Road as a 'natural' boundary	significant changes to its visual setting. It is acknowledged that development in the southern part of the Site wi
for the development. Removing vehicular	remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to th
traffic removes this boundary and leaves	east. However, agricultural land will remain on all sides around Laleston, which will retain its character as
the way wide open to future applications for	discrete settlement, while landscaping measures associated with the development will mitigate an
further housing development towards	impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the
Penyfai, which planners would find difficult	conservation area being retained. Policy PLA3 will require development to to maintain a strategic green corrido
to resist. This would repeat the experience	between the site and Laleston to retain the separate identities and character of these settlements while
of Broadlands, where an initial development	preventing coalescence.
of a slightly larger size than this proposal	
grew from a new settlement measured in	The site promoter also commissioned EDP to undertake a Landscape and Visual Appraisal (LVA). The purpos
hundreds to one now numbered in	of the appraisal was firstly to inform the design evolution of the scheme which enabled an integrated approac
thousands. The inclusion of Old Church	to potential landscape and visual opportunities and constraints.
Field (north of Llangewydd Road) in the	
proposal, while on the face of it a	The LVA outlines that there are adverse and beneficial landscape effects resulting from development of this site
philanthropic measure, could in reality be a	However, the embedded mitigation and the approach to design is considered to minimise adverse effects over
further indication of an ambition to expand	time as the proposed landscape establishes and overall the predicted effects are not considered unacceptable
this development further northwards In a	from a landscape and visual perspective in the context of the delivery of a strategic housing site.
nutshell, this proposal puts the wrong type	
of development with the wrong type of	The appraisal included a review of national and local policy, landscape character and visual amenity. Th
houses in the wrong location. A case is not	appraisal included assessment of the National Landscape Character Assessment (NLCA), LANDMAP, ar
made and the proposal should be set aside	Landscape Character Assessment for Bridgend County Borough (LCABC) (2013) in addition to an on-sit
and not progressed in the LDP.	assessment. The appraisal confirms that the site relates well both in landscape and visual terms to the existin
	landscape and settlement, and that the site represents a logical extension to Bryntirion provided a considere
	design is sensitive to the site's existing characteristics. The design appraised responds sensitively to assets site such as the Bridgend Circular Walk, the byway, the hedgerow network and vegetated site boundaries

such the proposals put forward at this stage are considered to be a thoughtful ar development of this site.
Mitigation measures include:
 The Laleston Meadows SINC would be brought into regular long-term mana the visual amenity and landscape character of this northern part of the site. A development back from the SINC, and dwellings would front onto it. The mitigation receptor site (in ecological terms) and the grazed fields currently improved by the proposals as well as maintained in the long term. The SINC of informal and natural play on site provided increased public access would r function;
 The site contains very few of the key characteristics listed in the published d The site has a strong network of hedgerows, some which would be lost and t urban form. However, the retained hedgerows and trees would be protected some of the character of the SLA within which the site lies would be retained Provision of structural landscaping, a mix of native and non-native trees and s the site for biosecurity, diversity of ecosystems and habitat creation as well as residents. Ares of open space would be bolstered by considered struct aesthetically pleasing urban development which is well integrated with the pl and the settled landscape character currently experienced in the local area; Retention of existing landscape features (hedgerows and trees) is a priority o it forms a desirable strong green framework that links with the wider green infr and south of the site;
 Adequate replacement planting of local species in appropriate locations to trees and hedgerows, and enhancement planting; and The location of public open space, public footpaths and the street-alignment h and reflect local character.
Through consideration of the findings above, it is anticipated that any notable la resulting from the addition of the proposed scheme would be localised in extent and radius of the site, despite the site's relatively open character.
Overall is it considered that the masterplan framework proposed for the site has through a landscape and ecology-led approach, with appropriate incorporation of m to address concerns of the site in relation to landscape and visual matters. As suc for residential development should be considered an acceptable extension to the exis which would not cause significant or wide-ranging adverse effects upon its surround
Policy PLA3 will ensure that the design and layout of the site has regard to the considering the interface between the site, Bridgend and Laleston. Visual impacts the inclusion of mitigation measures and provide links with the existing landsca safeguard landscape character whilst creating a sense of place. The developmed detriment of the Special Landscape Area and any development proposal must incom adverse effects and/or visual intrusion on the wider landscape.
In terms of biodiversity/ecology, an ecological desk study and Extended Phase 1 s by EDP. The desk study has noted that within the Study Site's zone of influence there and non-statutory designated sites present, most notably Laleston Meadows Si site itself.

and easily assimilated future

A landscape buffer would protect A landscape buffer would set as SINC could be used as a htly within the SINC could be C offers a great opportunity for a not clash with its ecological

documents on Laleston SLA. d the field pattern replaced by ted by landscape buffers and d;

d shrubs proposed throughout as the visual amenity of future actural planting to create an proposed landscape strategy

of the emerging proposals as frastructure to the north, west

compensate for any loss of

has been designed to protect

landscape and visual effects nd contained within a c.400m

as been sensitively designed mitigation measures in order uch, the promotion of this site xisting settlement of Bryntirion nding landscape context.

he landscape in which it sits, s must be minimised through cape and access features to nent must also not be to the corporate measures to reduce

survey has been undertaken ere are a number of statutorily SINC which overlaps with the

	Given the combination of designated sites, it is concluded that any future plan to consider the potential for direct and indirect impacts to arise upon qualifying feature Meadows SINC. However, it is inherent within the emerging masterplan that the and its associated designated features will be retained. Furthermore, such retain protected from potential harm, damage and disturbance through the sensitive design from SINC boundaries and inclusion of suitable buffers.
	The desk study confirms that the inclusion of Laleston Meadows SINC within the provide substantial potential for a balanced provision of areas of informal public open. When linked with proposed POS and play areas across the developable site this benefit to both visual and recreational amenity, conservation and biodiversity enhallatter, the SINC provides a potential space to accommodate ecological mitigation and and thus offset ecological impacts that may arise during the development of adjacent
	An Extended Phase 1 survey was undertaken in February 2020, supplemented by fur March 2020. The Phase 1 survey concluded that the site is dominated by agricultural limited botanical interest and thus of low inherent ecological value. Habitats of great include the native hedgerows delineating the northern boundary and internal field woodland habitat and marshy grassland associated with Laleston Meadows SINC. identified several trees with low to high potential to support a bat roost whilst onsite potential for their potential to support great crested newt.
	The results of the desk study and Extended Phase 1 survey have influenced the mast to locate development across those habitats of predominantly limited ecolog boundary habitats as far as possible. Where retained, such features have been accor- informal green space and sustainable transport links, which ultimately enhances conn- and contributes to the wider green infrastructure resource.
	Where avoidance is not possible, however, and will result in the loss of intern predominantly species-poor or defunct), the site is considered to be of sufficient size development proposals to flexibly avoid and/or mitigate for any significant ecological co where necessary. This will be in addition to the sensitive positioning of built retained boundary features to minimise damage.
	The report also highlights further detailed habitat and species surveys which inform a planning application and ensure proposed mitigation is appropriate include a Dormouse survey, which was raised in comments received from NRV the development to retain and provide suitable buffers to habitats, particularly he Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which is bordering the northern and north-western boundaries of the site. PLA3 will also require and agree ecological management plans including proposals for mitigation, enha for retained habitats and protected species (including for bats and dormouse) compensatory and replacement habitat.
	Policy PLA3 will require development to incorporate the Laleston Trail within the centraccess to the Bridgend Circular Walk and realigned Public Right of Way. Additi hectares of retained green infrastructure and new areas of public open space a seven key areas of formal open space (including 0.5ha of equipped play pressure).

lanning submission will need atures, including the Laleston e Laleston Meadows SINC ained features will be further gn of built development away

e Study's Site boundary will on space and wildlife zones. his will provide a significant hancement. In respect of the hd biodiversity enhancements ent land.

further roosting bat works in analy improved grassland of reatest ecological importance d boundaries in addition to C. The roosting bats surveys ponds have been considered

asterplan which has sought logical value whilst retaining commodated within proposed nnectivity throughout the Site

ernal field boundaries (albeit e and extent to enable future constraints and compensate It development away from

which are recommended to iate and proportional. These RW. Policy PLA3 will require hedgerows, trees (including includes the green space quire the developer to submit hancement and maintenance) and provide appropriate

ntral part of the site, providing ditionally, PLA3 requires 4.1 across the site comprising provision), informal spaces

and linkages, green streets, and explore the provision of enabling sensitive public Meadows SINC and woodland.
In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has bee 37). The IDP provides a single schedule of all necessary infrastructure without allocated sites for the anticipated quantum of proposed housing/employment uses w not proceed. Such infrastructure includes transport, education, health, environment addition to community and cultural infrastructure.
With regards to education and comprehensive school provision, a contribution will be the Education Facilities and Residential Development SPG and a decision will be ma Authority as to how the sum will be utilised.
In terms of sewerage, Dwr Cymru Welsh Water have confirmed that reinforcement the clean and foul network to accommodate the site as a whole and a Hydraulic Mo required to inform such works. They have also confirmed that there are no insurr delivery of the site.
With respect of drainage, the site promoter has prepared a high-level drainage stratt the site is located with DAM Zone A, which is used within Technical Advice Note considered to be little to no risk of fluvial or tidal flooding at such a location. This reflect from NRW, and in the Strategic Flood Consequence Assessment (SCFA which info- site as green in its RAG assessment. As such, all proposed land uses are permitted consequence assessment. The SFCA does highlight that a small proportion of the st flooding due to surface water, which corresponds with topographic depressions run There are two areas most at risk of surface water flooding. The first corresponds we flowing down into the north western corner of the site. This area of the site is current which is to be retained as part of the proposals. It is therefore considered that this risk will have little influence on development proposals. The second area is a key su runs through the centre of the site towards the A473 where a small area of high surface The surface water flow routes in this part of the site will be retained where possible surface water drainage strategy through the use of SUDs and green corridors.
A revised TAN15 is due to be implemented in June 2023. This will be supported Planning, which includes climate change information to show how this will affect floo century. It shows the potential extent of flooding assuming no defences are in place. Map for Planning shows the site to be located outside of any flood zone and is theref risk of flooding.
In terms of the impacts on primary healthcare provision, the Council has been Morgannwg University Health Board from the outset of the Replacement LDP process to ensure the level and spatial distribution of growth proposed was clarified to help far provision. As part of Stage 3 of the Candidate Site Assessment, the health board a bodies were invited to provide comments in respect of those sites identified as suita and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately of healthcare services, close working relationships will continue and be maintained University Health Board. This will be key to service provision planning as site allocation progress.

ic access to part of Laleston

een produced (See Appendix at which the development of s within the plan period could ental management, utilities in

be taken in accordance with made by the Local Education

t works are required on both Aodelling Assessment will be irmountable obstacles to the

rategic of which confirms that e 15 to indicate that there is flected in comments received forms the LDP and flags the itted without need for a flood e site (4.9%) has a low risk of running from north to south. with a path of surface water rently comprised of woodland s area of surface water flood surface water flow route that ace water flood risk is shown. e and incorporated within the

d by the new Flood Map for ood risk extents over the next e. A review of the new Flood efore considered at low or no

en engaging with Cwm Taf ess. Early meetings were held facilitate alignment of service d amongst other consultation itable for future development control provision of primary d with Cwm Taf Morgannwg ations within the Deposit Plan

The site promoter commissioned Air Quality Consultants to undertake an Air Quality impact of the proposed development and subsequent increased traffic emissions traffic on the Air Quality Management Area (AQMA) of Park Street. Concentrations number of worst-case receptors, representing existing properties where impacts are addition, the impacts of traffic emissions from local roads on the air quality for future development have been assessed.
The assessment has demonstrated that concentrations of PM10 and PM2.5 will rem all existing receptors in 2022, with or without the proposed development, and that all will be negligible.
In the case of annual mean nitrogen dioxide, concentrations will remain below the obj receptor (representative of 6-8 homes) in 2022, with or without the proposed develor considered unlikely that any new homes within the development will be occupied be would be reasonable to expect concentrations at these 8 homes to be below the obje demonstrated that the impacts in terms of annual mean nitrogen dioxide concentrati traffic being on the roads in 2022 will be negligible everywhere other than at this one under this scenario would be moderate adverse. However, bearing in mind that no n before 2024, and the development is unlikely to be complete and thus generating its 2030s, this scenario is unrealistically worst-case. Applying professional judgement, that the actual impact of the development at these 8 homes will also be negligible occupation in 2024.
The effects of local traffic on the air quality for future residents living in the propose shown to be acceptable at the worst-case locations assessed, with concentrations bein objectives. As such, the overall operational air quality effects of the development are
The proposed allocation is supported by detailed masterplanning work, including a identify a realistic dwelling yield on the site's net developable area. The Transpon number of dwellings the site is expected to deliver. This identifies the various transproposed development, and, in combination with the Strategic Transport Assessment taken to deal with the anticipated transport impacts of the scheme. Proposed F appropriate development requirements in relation to all forms of travel. For the avenumber of dwellings does not require the original proposed site boundary to be expanse of the existing net developable area. The density and mix of uses proposed is support a diverse community and vibrant public realm, whilst generating a critical services such as public transport, local shops and schools. In accordance with nation densities should be encouraged in urban centres and near major public transport not the site's location within the Primary Key Settlement of the County Borough and the proposed enhancements to the active travel network.
The Replacement LDP aims to reduce private car reliance and help the County Bord set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and active travel routes as identified in the Existing Route Maps. Consideration of active the master planning of strategic sites in the County Borough. Reference to the Active PLA3 in conjunction with Policy PLA12 should be considered essential in the delivery proposal, ensuring that development is contributing to the promotion of a sustainable

ity Assessment to assess the s arising from the additional ns have been modelled for a re expected to be greatest. In re residents on the proposed

main below the objectives at Il impacts for these pollutants

bjective at all but one existing elopment. However, it is now before 2024, by which time it ojective. The assessment has ations of the full development he receptor, where the impact new homes will be occupied ts full traffic volumes until the it, it is considered most likely ble in all years from the first

sed development have been being well below the air quality re judged to be 'not significant

g an illustrative block plan to bort Assessment reflects the ansport issues relating to the ment, what measures will be Policy PLA3 prescribes the avoidance of any doubt, this panded, rather more efficient is considered appropriate to al mass of people to support tional planning policy, higher nodes or interchanges. Given e proximity to Bridgend Town ommunities, further bolstered

brough achieve the principles d expanding upon the current ve travel has been key during tive Routes detailed in Policy ery of any strategic site or any ble and healthy lifestyle.

	The Active Travel Network Maps aim to improve access to key services and facilit employment sites, retail areas and transport hubs, improved access to education fac colleges and improvements to, and expansion of, the existing strategic cycle netwo Opportunities will be maximised to further improve upon these routes, providing wal allow integration between new developments and existing communities.
	Whilst developments should be encouraged in locations which reduce the need to tras sustainable transport, the Council recognises that any development growth will lik demand, and that increased traffic levels and congestion is likely to occur if appro- measures and infrastructure are not delivered. Therefore a Strategic Transport Asse has been undertaken to consider the impact of plan proposals and help guide a delivering land allocations by means of modelling and quantifying the transport impa- technical notes accompanying this assessment demonstrate that the proposed lev within the LDP can be accommodated within the BCBC Highway Network with suitable
	Furthermore Strategic Policy 5: Sustainable Transport and Accessibility will ensure located and designed in a way that minimises the need to travel, reduces dependent enables sustainable access to employment, education, local services and community be required to deliver, or contribute towards the provision of, active travel scheme, road infrastructure, and other transport measures, in accordance with the Bridgend the Bridgend Integrated Network Plan (See Appendix 29).
	Proposed Policy PLA3 prescribes a number of placemaking principles for Land W considered instrumental to achieving sustainable places, delivering socially incompositive promoting cohesive communities. Such requirements include pursuing transit-orn prioritises walking, cycling and public transport use, whilst reducing private motor designed, safe walking and cycling routes must be incorporated throughout the orientated, healthy walkable neighbourhoods. There will be a clear emphasis on procycling linkages along the A473, with Bryntirion Comprehensive School and Bridge the bus station and train station). New routes should be provided to accord with the Council's Active Travel Network Maps: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR also require development to provide a new shared cycle / footway on the northern si the site with active travel route INM-BR-57 linking to the shops at Bryntirion to the east to the west of the site to provide a connection to the eastbound bus stop on the A473.
	Policy PLA3 will require on-site highway improvements to ensure the principal por achieved from a new signalised junction with the A473 at the southern boundary; the a new-shared use crossing to connect the internal cycleway/footway with the existing southern side of the A473.
	The site promoter's Transport Assessment confirms that the traffic effect of 850 dwel order of 269 and 243two-way movements in the AM and PM peak hours respectively, worst case as attitudinal change towards travel progresses. This quantum of trips eq per minute two-way, diluted across the local highway network. The assessme development provides opportunities to create a new western edge to Bridgend in a community facilities suitable for day to-day living. In this way, the transport case for m necessary to promote sustainable travel modes before the private vehicle. The of the travel planning and the locational advantages, together with the Mobility Strategy benefit for existing and new residents, significantly improving travel choice, for

lities including town centres, acilities such as schools and work in the County Borough. alking connections which will

ravel and promote the use of likely result in greater travel propriate mitigating transport sessment (See Appendix 36) and inform the process of pact of these proposals. The evel of development detailed able mitigation.

te that development must be dency on the private car and ty facilities. Development will e, public transport measures, nd Local Transport Plan and

Nest of Bridgend, which are nclusive developments and prientated development that r vehicle dependency. Wellne site to foster community roviding safe pedestrian and gend Town Centre (including e proposed routes within the BR-58 and BRC9b. PLA3 will side of the A473, connecting east, and a widened footway 73.

point of vehicular access is ne junction will accommodate ng active route BRC9b on the

ellings is forecast to be in the y, although this is considered equates to just over 4vehicles nent concludes that the a self-sustaining site offering mobility provides the options design of the environment, gy means there is a major or commuting, leisure and

			social journeys and hence social inclusion. Working from home and from a thir Workhub will be encouraged from the outset, in line with Welsh Government's aspire
			Furthermore, the Council have prepared a Sustainability Appraisal (SA) to inform the Appendix 9) of which was carried out to identify the likely significant environment effects from the Deposit Plan. It also considers whether any mitigation and enhance incorporated within the Replacement LDP to ensure the avoidance of likely significant environment enhance the effectiveness of the plan. The findings of the SA indicate that the proproposed range of land uses will likely produce a wide range of significant beneficia
147	There is a large area of open space situated adjacent to The Chase and Foxfields in Brackla that could be suitable for part being identified as future community allotment space. There is limited allotment space in Brackla and nothing available in the eastern part of Brackla.	Proposed use of open space in Brackla for community allotment	Comments noted. The Replacement LDP supports the provision of additional allotment space. Policy as one of a number of key social and community facilities that play an important part in the health and well-being of children and adults alike. The existence of such facilit creating viable, sustainable and inclusive local communities. Policy SP9 therefore set such facilities, whilst Policy SP10 seeks to provide new facilities where they are principal opportunity for securing the provision of new facilities is related to th development proposals. In this regard, Policy COM10 sets a benchmark standard for space to be incorporated within the green infrastructure strategy for all new resident With specific reference to the representor's comments, Policy COM12 of the LDP all allotments and community food networks wherever suitable opportunities arise a development proposals. This recognises their importance in helping to deliver the Wellbeing Plan, the promotion of biodiversity and habitat creation as part of the infrastructure network and the regeneration of open spaces. This includes proport groups, and in that regard the proposal will be supported through the replacement proposal in the proposal will be supported through the replacement proposal proposal in the proposal will be supported through the replacement proposal proposal proposal proposal will be proposal will be supported through the replacement proposal proposal proposa
59	General Comments		necessary) in close liaison with other Council Service Areas.
	The coronavirus pandemic has exposed the consequences of poor and crowded housing, and shown the importance of access to green and blue spaces, outdoor play facilities, and digital infrastructure. Therefore, the LDP should seek to update local planning policies to ensure that housing developers are required to produce housing of the highest quality the authority is legally allowed to demand, require the maximum legally allowed green spaces, play areas etc, and should be considered	Concerns over housing design standards, provision of open spaces and play areas, affordable housing levels, air pollution, education needs of new development, pressure on	Sustainable Placemaking is fundamental to the successful delivery of the Repla sustainable development, the Replacement LDP seeks to ensure design that goes be the social, economic, environmental and cultural aspects of development. Therefor Design, development must consider how space is utilised, how buildings and the pr use and the relationship with the surrounding area. Development proposals will be as placemaking compatibility. Poor design can have adverse impacts on the character in addition to harming the collective street scene. Various elements (e.g., visual impa- traffic constraints) will be assessed to ensure there are no potential adverse imp through the implementation of Policy SP3: Good Design and Sustainable Place M development proposals to be supported through the submission of appropriate design to demonstrate compliance with 2 overarching and 14 detailed policy criteria.
	 within the philosophy that housing developments are about the building of communities rather than estates. The proposed affordable housing requirements are a joke. The existing system of requiring developers to allocate proportions of their estates for 'affordable' housing has failed – with half of promised 	infrastructure, impact of development in Llynfi Valley on A4063 and Valleys Gateway	The Plan-Wide Viability Assessment (See Appendix 32) was prepared to determine can contribute to the need identified for affordable housing across the County Boroug Assessment considered the broad levels of development viability across the Count Market Areas as identified within the Local Housing Market Assessment (se supplemented with site-specific viability testing for those sites key to delivery of the Pl This process informed the contribution that sites (within different market areas) of infrastructure, affordable housing and other policy requirements. Any affordable ho planning system and secured by a Section 106 Agreement must meet the definition Note 2: Planning and Affordable Housing.

nird-place such as a non-site pirations.

n the Replacement LDP (See ental and wider sustainability neement measures should be ificant adverse effects and to roposed development with its sial effects.

cy SP9 recognises Allotments t in maintaining and improving cilities is a key determinant in seeks to protect and enhance re needed and justified. The the need generated by new for the provision of allotment ential development proposals.

also supports the provision of and not just relative to new the objectives of the Local the County Borough's green posals from local community ent LDP process (if deemed

blacement LDP. In achieving s beyond aesthetics to include ore, in order to achieve Good public realm can support this assessed for their design and er and appearance of an area, bact, loss of light, overlooking, npacts. This will be achieved Making, which will require all sign and technical information

the extent to which the LDP bugh over the plan period. The nty Borough's seven Housing see Appendix 24) and was Plan (i.e., the Strategic Sites). can make to the delivery of nousing delivered through the ons of WG's Technical Advice homes never delivered, and a questionable definition of 'affordable' used (with any home bought using the help to buy scheme classed as 'affordable' – with that scheme being often used for homes up to 300k, and at least half of them sold for over 150k). Social Housing provision remains pitiful, and the proposed LDP will do nothing to address this.

I propose therefore that all new housing estates should have the target of 40% housing being social housing. This figure comes from the Public Policy Institute for Wales estimates of housing need in Wales, which estimates 40% of new homes need to be social housing to address the housing need. The housing sector (homelessness charities etc) largely regards this to be an under-estimate and wants at least 50% social housing.

To finance this, the authority should explore using its new powers to borrow for financing social housing, work with housing associations to identify their own sources for finance for this, and then adopt a cooperative model of financing new estates with housing developers on land identified for housing. No estate should be given planning permission unless it is to be an estate of mixed housing tenures.

Air pollution should be taken far more seriously. Despite grandiose statements in the media, the track record of the authority in the last decade has indicated this is not the case currently. One housing development was approved despite an acknowledgement that it would lead to increased air pollution in an area already designated as an air quality management area, and the Pentre Felin development and involves a new road being constructed despite the future generations act making it clear that environmental considerations should be more prominent in the planning system. I therefore recommend the LDP specifically states that a development will not go ahead if it is near an area identified The Plan wide viability assessment demonstrates that a target of 40% affordable housing would not be deliverable. 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.

During the plan period, development proposals within the LDP are expected to deliver a total of 1,977 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 legislate for the financing of affordable housing delivery.

Comments noted, although, as specified within Policy SP4, all applications for development proposals must clearly demonstrate how they contribute to climate change mitigation and adaption through application of the criteria-based policies. The criteria within SP4 require development to both mitigate and adapt to climate change, thereby minimising its underlying causes and planning for its consequences. Furthermore, Policy DNP9 goes further by stating that development proposals will only be permitted where it can be demonstrated that they would not cause a new or exacerbate an existing unacceptable risk of harm due to a range of factors, which include the impact on air pollution. If development is proposed in an area already suffering from air pollution, then mitigation measures will be required. The supporting text to Policy DNP9 specifies the circumstances in which an Air Quality Assessment will be required and that the appropriate approach is to consider each development on a case-by-case basis as the scale, type and location of a proposal will have a significant bearing on whether it will cause significant risk to air quality and/or will result in an increased number of individuals being exposed to poor air quality.

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. Policy DNP8 seeks to ensure that Bridgend's green infrastructure assets are valued, protected, enhanced and managed through a green infrastructure network. At the landscape scale green infrastructure assets can comprise entire ecosystems such as wetlands, woodlands, heathlands and waterways. At a local scale, it might comprise of parks, fields, footpaths, Public Rights of Way, cycle ways, common land, open access land, allotments, cemeteries, landscaped areas and gardens. At smaller scales, individual urban interventions such as street trees, roadside verges, and green roofs can all contribute to green infrastructure networks. The County supports a wealth of Green Infrastructure assets that together comprise the strategic network, which is set out in the Green Infrastructure Assessment (See Appendix 23). When appropriately planned, designed and managed, green infrastructure has the potential to deliver a wider range of benefits for people and wildlife. By considering the multiple functions that a Green Infrastructure asset can provide simultaneously, it can significantly reduce costs for individuals, businesses and public bodies, whilst enhancing the quality of life and health of residents, workers and visitors to Bridgend.

as having poor quality. The Welsh		
Government will be legislating on air quality,	Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific	-
and the authority is advised to ensure it's	Strategic Development Sites in Regeneration Growth Areas and Sustainable G	
LDP is future proofed for dealing with the	include masterplan development principles, all of which seek to contribute and	
content of this legislation.	and drivers identified through the Replacement LDP preparation process. The	is will
	provision of affordable housing, on-site education provision, public open sp	ace an
The LDP should also ensure that it contains	Development of this scale (sustainable urban extensions) is necessary to create	ate sust
provision for green infrastructure, which	will incorporate a mix of complementary uses and deliver improvements to exis	ting infi
includes but is not limited to:	new supporting infrastructure. The latter factor is particularly notable given the s	school c
	County Borough and the need for new strategic sites to be significant enough	in scale
Electric car charging points	new primary school as a minimum. Members of the Education Department hav	
Active travel routes that will realistically	preparation of the Replacement LDP, to ensure that the education needs of pro	
happen and are suitable for all to use	be included in the key requirements of Policies PLA1-5 and factored into the pl	
 Trees by busy roads 	appraisals.	
 Public transport 		
	A positive employment land response is necessary to achieve an equilibrium	betwee
Locally based public services such as	skilled labour force and job opportunities in order to stimulate the local to region	
libraries rather than large centralised	Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix	
facilities requiring cars to get to.	labour force boost alongside other employment trends including past take up	
	based economic forecasts. The resulting evidence base has informed the scale	
The education department has	need and the land best suited to meet that need over the plan period in the c	
acknowledged it cannot cope with the	and Technical Advice Note 23, justified further in the Employment Background F	
numbers expected from some	and recrifical Advice Note 20, justified further in the Employment Dackground r	aper, a
developments (and many schools have no	Enforcement of planning conditions and changes to the planning system are no	st matte
places now), so the LDP should consider		л тац
how the educational needs can be met	The Plan has to be prepared in the context of national legislation and guidance	bac and
within the context of all proposed	evidence base comprising of background papers and other technical docum	
developments. There also needs to be an	been written with the aim of being understandable and not too technical or jargo	
acknowledgement that this has happened	the fact that it is a land use plan. The Plan has been accompanied by an eas	
because of shoddy development,	opportunity for telephone calls on an appointment basis where Officers were	•
inadequate S106 agreements, and poor		
planning. Without admitting these mistakes,	persons through the Plan, its policies and proposals and how to comment. The	
they will be repeated.	be written in a particular style to meet the guidance set out in the LDP regulation	115 mai
	Deliev DLAQ(10) acknowledges that there are significant constraints along the A	1062 h
The LDP needs to consider how it can	Policy PLA8(10) acknowledges that there are significant constraints along the A	
remain flexible enough to take advantage of	which generate capacity and safety concerns. Appropriate improvements	
opportunities for economic development,	continue to be pursued and secured through the use of Highway and Planning	Agreen
even if they pose a strain on infrastructure.	the impact of new development.	
This means they should consider the impact	The Council recordings that any development growth will likely recult in a	
that development could have on deterring	The Council recognises that any development growth will likely result in g	
investment from firms who don't want to	increased traffic levels and congestion is likely to occur if appropriate mit	• •
locate in traffic hotspots.	infrastructure are not delivered. Therefore, a Strategic Transport Assessmen	
	undertaken to consider the impact of plan proposals and help guide and infor	
The authority should also consider the	allocations by means of modelling and quantifying the transport impact of thes	
impact that broken promises, and the	accompanying this assessment demonstrate that the proposed level of develop	
apparent lack of consequences there are for	be accommodated within the BCBC Highway Network with suitable mitigation	
breaching planning conditions, have on	Transport and Accessibility will ensure that development must be located and o	•
public confidence in the planning system	the need to travel, reduces dependency on the private car and enables sus	
and should be consider more robust policies	education, local services and community facilities. Development will be required	
to ensure that planning conditions are	the provision of, active travel scheme, public transport measures, road inf	
adhered to once permission is given.	measures, in accordance with the Bridgend Local Transport Plan and the Br	Idgend
 · · · · · · · · · · · · · · · · · · ·		

uirements for the mixed-use th Areas. Such requirements ress the identified key issues vill be facilitated through the and active travel provision. sustainable communities that infrastructure and/or provide to capacity issues across the cale to support provision of a ontributed at all stages of the sed new developments could vide and site-specific viability

ween new homes, a growing conomy. The 2019 Economic x 15) analysed this projected employment land and sector ad distribution of employment ext of Planning Policy Wales er, and set out in Policy SP11.

atters for the LDP.

nd has to be informed by an s. The written statement has ic, but its content must reflect ead summary leaflet, and the hand to help talk interested cal Development Plan has to manual.

3 between Sarn and Maesteg address these concerns will eements where they relate to

ter travel demand, and that ng transport measures and See Appendix 36) has been ne process of delivering land oposals. The technical notes nt detailed within the LDP can rategic Policy 5: Sustainable gned in a way that minimises able access to employment, deliver, or contribute towards ructure, and other transport and Integrated Network Plan

The authority should also be more willing to address the fact that many of the aspirations it has publicly stated on social justice, the environment etc, are incompatible with a planning system rigged in favour of large developers who use the threat of the planning inspector to water down S106 agreements and conditions that mitigate developments. The audit office has highlighted how many authorities have become too risk averse when taking on large developers, and allowed shoddy development through as a result. Instead of being risk averse, the authority should be more willing to stand its ground, and when it loses to the planning inspector should publicise the fact the planning inspectorate is an undemocratic body that regularly makes decisions in the interests of guaranteeing profits for developers over the rights of local communities. This will generate the political momentum for wider changes to be made to the planning system in the interest of the principles outlined above.

Hiding behind legalistic and bureaucratic terminology to drive unpopular developments through undermines confidence in the authority as a whole, and the authority should be far more willing to stand up for the people who live here even if it means occasionally losing an appeal to the inspector

Housing - Valleys Gateway

I am pleased the authority finally recognises that Valleys gateway does not have the infrastructure to support more housing. However, existing developments will continue to put that infrastructure under strain.

The LDP states that there will be "Unspecified improvements to the A4063 between Tondu and Maesteg" – this needs more detail and wider consultation so the problems of traffic throughout Valleys Gateway are addressed rather than narrowly focused on the A4063. There (See Appendix 29). Policy PLA8(3) identifies a need to improve the capacity of the Maesteg to Bridgend railway line to encourage more trips to be made by public transport. Background Paper 13 – Rail Commuter Trips and Infrastructure (See Appendix 53) highlights that Transport for Wales have already introduced refurbished trains on this route, greatly increasing passenger capacity. TfW have further plans to introduce brand new trains in December 2022, with particular emphasis on allowing more room for bikes and pushchairs. In addition, feasibility work is already well progressed to explore the potential of increasing service frequency on the line.

In terms of the provision of GP surgeries and medical facilities, the Council has engaged 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.

Policy PLA8(10) acknowledges that there are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns.

Aberkenfig is classed as a District Centre in the Retail Hierarchy set out in Policy SP12. As such it is seen as a hub of socio-economic activity and an appropriate location for new retail, leisure and supporting commercial development. Opportunities will be sought to regenerate and improve the retail environment of all centres identified in the hierarchy, including improvements to access by all modes of transport, prioritising walking, cycling and public transport.

	needs to be a joined-up approach using all the various sources of finance to find a solution for the whole area.		
	It is also disappointing that despite acknowledging this lack of infrastructure, the LDP proposes housing developments further up the valley – just where exactly does the authority expect the traffic to go through on its way to the motorway?		
	Although there are no new proposed developments, the existing developments are yet to be completed. I would request the LDP considers how the Valleys Gateway can accommodate such development without requiring the proposed link road (environmentally damaging and won't achieve anything), can incorporate it with alternatives that work for the community, and considers the requirements for more health service infrastructure.		
	Road Safety must also be addressed on the A4063.		
	Bridgend Road in Aberkenfig should be considered a high street offering retail and hospitality, and supported as such. Our restaurants attract people from all over South Wales, who find a lack of facilities when they arrive. We need better road safety, safer walking routes from Sarn train station, public toilets re-opened etc.		
	Coytrahen has been previously designated as a rural area where development is not permitted – I support the continued designation of Coytrahen as a rural area.		
107	The Deposit Replacement LDP does not take into account the impact on neighbouring communities in the Vale of Glamorgan, specifically the villages of Ewenny and Corntown. Please do not assume that a raft of policies will influence human nature - 800 + new houses to the south of Bridgend will result in another 800 + cars travelling through those communities twice a day. The policies did not influence	No changes – concern over impact on Vale of Glamorgan	Comments noted. The Vale of Glamorgan Council have been consulted at all stages of the Replacem

ement LDP preparation.

	the residents of the Broadlands development who commute through these rural villages.		
102 0	It's a dogs dinner. How can it have any credibility when your own Cabinet members are objecting to elements of it. Bin it, employ better officers and start again.	No changes	Comments noted
121	The Well-being of Future Generations (Wales) Act 2015 has 7 key requirements for Wales: Prosperity; Resilience; Health; Equality; Global Responsibility and, most importantly A Wales of cohesive communities and A Wales of vibrant culture and thriving Welsh language. Members feel the Community of Coychurch Higher needs to be considered when allocation of facilities and services are considered. Members also feel there has been little mentioned in the draft LDP to ensure BCBC promotes the culture of Wales and most importantly, the Welsh Language and, as is this forms part of the Act, Members feel strongly that this needs to be addressed.	No changes – concern over promotion of Welsh Language.	Comment noted. Please refer to Appendix 50, Background Paper 10 – Assessment of LDP Visior Policies against the WBFG Act. Whilst the Local Development Plan is a land use plar the Replacement LDP will have a neutral or positive contribution towards the crea Culture and Thriving Welsh Language."
59	 General Comments The coronavirus pandemic has exposed the consequences of poor and crowded housing, and shown the importance of access to green and blue spaces, outdoor play facilities, and digital infrastructure. Therefore, the LDP should seek to update local planning policies to ensure that housing developers are required to produce housing of the highest quality the authority is legally allowed to demand, require the maximum legally allowed green spaces, play areas etc, and should be considered within the philosophy that housing developments are about the building of communities rather than estates. The proposed affordable housing system of requiring developments to allocate proportions of their estates for 'affordable' 	No changes - Concerns over housing design standards, provision of open spaces and play areas, affordable housing levels, air pollution, green infrastructure, education needs of new development, re- use of empty properties in town centres, land east of Pyle, pressure on infrastructure, impact of development in Llynfi Valley on	Sustainable Placemaking is fundamental to the successful delivery of the Replacement LDP seeks to ensure design that goes be the social, economic, environmental and cultural aspects of development. Therefor Design, development must consider how space is utilised, how buildings and the pure use and the relationship with the surrounding area. Development proposals will be asplacemaking compatibility. Poor design can have adverse impacts on the character in addition to harming the collective street scene. Various elements (e.g. visual impatraffic constraints) will be assessed to ensure there are no potential adverse impt through the implementation of Policy SP3: Good Design and Sustainable Place M development proposals to be supported through the submission of appropriate design to demonstrate compliance with 2 overarching and 14 detailed policy criteria. The Plan-Wide Viability Assessment (See Appendix 32) was prepared to determine can contribute to the need identified for affordable housing across the County Boroug Assessment considered the broad levels of development viability across the County Boroug infrastructure, affordable housing and other policy requirements. Any affordable housing system and secured by a Section 106 Agreement must meet the definition Note 2: Planning and Affordable Housing.

ion, Objectives and Strategic an, the assessment considers eation of "A Wales of Vibrant

placement LDP. In achieving s beyond aesthetics to include fore, in order to achieve Good public realm can support this assessed for their design and er and appearance of an area, pact, loss of light, overlooking, npacts. This will be achieved Making, which will require all sign and technical information

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 classed as 'affordable' – with that scheme being often used for homes up to 300k, and at least half of them sold for over 150k). Social Housing provision remains pitful, and the proposed LDP will do nothing to address this. I propose therefore that all new housing estates should have the target of 40% housing provision remains figure comes from the Public Policy. Institute for comes from the Public Policy Institute for comes from the Public Policy. Institute for estimates 40% of new homes need to which estimates 40% of one whomes need to be social housing. The authority social housing, used to thome succes charing schoar thomady to be an under-estimate and wants at least 50% social housing, work with housing associations to identified for finance tor, the authority should explore using its new powers to borrow for financing social housing the maching to its consequences. Furthermore, Policy DNPs associations to identified for finance tor, the authority in the last decade has indicated this is not meed, the track record of the authority in the last decade has indicated this is not meed, the track record of the authority in the last decade has indicated the is is not meed, the track record of the authority in the last decade has indicated this is not meed, the track record of the authority in the last decade has indicated the is is not meed, the track record of the using development twas approved despite an acknowledgement that it would lead to increased air pollution in an area already designed as an er quality management area, and the Pentre Felin development and the constructed, enhances and unitary the case currently. One housing development twas approved despite an acknowledgement that it would lead to increased air pollution in an area already designed as an er quality management area, and the pentre Felin development and involves a new road being constructed despite the fulture generations act making it clear that environmental considerations should be mere prominent	definition of 'affordable' used (with any	Valleys Galeway	affordable housing contribution and locally derived housing mix. All appraisals were
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clear that environmental considerations should be more prominent in the planning system. I therefore recommend the LDP benefits for people and wildlife. By considering the multiple functions that a Gree enhancing the quality of life and health of residents, workers and visitors to Bridgend			-
should be more prominent in the planning provide simultaneously, it can significantly reduce costs for individuals, businesses system. I therefore recommend the LDP enhancing the quality of life and health of residents, workers and visitors to Bridgend			
system. I therefore recommend the LDP enhancing the quality of life and health of residents, workers and visitors to Bridgend			

table housing would not be IMA, reflecting an appropriate re undertaken to reflect costs iled discussions with a local appraised in the Plan-Wide to changing variables and/or s do provide a robust basis to ength with the steering group. ent HMAs, detailing the extent dable housing and other LDP ent Policy COM3.

ver a total of 1,977 affordable need identified by the LHMA. of other mechanisms. These self-funded Registered Social omes and re-configuration of lf, especially considering that de a robust indication of the ope of the LDP to legislate for

clearly demonstrate how they criteria-based policies. The hange, thereby minimising its goes further by stating that hey would not cause a new or ich include the impact on air on, then mitigation measures ces in which an Air Quality h development on a case-byaring on whether it will cause als being exposed to poor air

aintain, protect and enhance re retained wherever possible idgend's green infrastructure ire network. At the landscape s, woodlands, heathlands and c Rights of Way, cycle ways, l gardens. At smaller scales, ofs can all contribute to green ets that together comprise the (See Appendix 23). When tial to deliver a wider range of een Infrastructure asset can ses and public bodies, whilst nd.

ſ	not go ahead if it is near an area identified	Policies PLA1-PLA5 (See Deposit Plan – Page 62) detail the site-specific require
	as having poor quality. The Welsh	Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth A
	Government will be legislating on air quality,	include masterplan development principles, all of which seek to contribute and addres
	and the authority is advised to ensure it's	and drivers identified through the Replacement LDP preparation process. This will
	LDP is future proofed for dealing with the	provision of affordable housing, on-site education provision, public open space an
	content of this legislation.	Development of this scale (sustainable urban extensions) is necessary to create sust
		will incorporate a mix of complementary uses and deliver improvements to existing inf
	The LDP should also ensure that it contains	new supporting infrastructure. The latter factor is particularly notable given the school of
	provision for green infrastructure, which	County Borough and the need for new strategic sites to be significant enough in scale
	includes but is not limited to:	new primary school as a minimum. Members of the Education Department have conti
		preparation of the Replacement LDP, to ensure that the education needs of proposed
	Electric car charging points	be included in the key requirements of Policies PLA1-5 and factored into the plan wide
	 Active travel routes that will realistically 	appraisals.
	happen and are suitable for all to use	
	Trees by busy roads	A positive employment land response is necessary to achieve an equilibrium betwee
	Public transport	skilled labour force and job opportunities in order to stimulate the local to regional econ
	 Locally based public services such as 	Evidence Base Study (EEBS) (See Appendix 14) and 2021 Update (See Appendix 14)
	libraries rather than large centralised	labour force boost alongside other employment trends including past take up of em
	facilities requiring cars to get to.	based economic forecasts. The resulting evidence base has informed the scale and c
		need and the land best suited to meet that need over the plan period in the context
	The education department has	and Technical Advice Note 23, justified further in the Employment Background Paper, a
	acknowledged it cannot cope with the	
	numbers expected from some	Enforcement of planning conditions and changes to the planning system are not matter
	developments (and many schools have no	The Dian has to be prepared in the context of national legislation and guidenes and
	places now), so the LDP should consider	The Plan has to be prepared in the context of national legislation and guidance and
	how the educational needs can be met	evidence base comprising of background papers and other technical documents. T
	within the context of all proposed	been written with the aim of being understandable and not too technical or jargonistic the fact that it is a land use plan. The Plan has been accompanied by an easy read
	developments. There also needs to be an	opportunity for telephone calls on an appointment basis where Officers were on ha
	acknowledgement that this has happened	persons through the Plan, its policies and proposals and how to comment. The Local
	because of shoddy development,	be written in a particular style to meet the guidance set out in the LDP regulations ma
	inadequate S106 agreements, and poor	
	planning. Without admitting these mistakes,	The LDP recognises that high streets will continue to change especially in the short-ter
	they will be repeated.	flexible planning policies and retail boundaries within town centres, recognising t
	The LDD reads to consider how it con	functions. It will be increasingly important for them to accommodate a wider array
	The LDP needs to consider how it can	including community, health, leisure, residential and flexible co-working spaces along
	remain flexible enough to take advantage of opportunities for economic development,	
	even if they pose a strain on infrastructure.	An Urban Capacity Study (UCS) (See Appendix 39) has been prepared which pro
	This means they should consider the impact	potential urban capacity of the County Borough's settlements for housing to evidence
	that development could have on deterring	windfall site allowance rate. The UCS identifies more than sufficient capacity within
	investment from firms who don't want to	boundaries to accommodate this particular component of the housing supply. It serve
	locate in traffic hotspots.	developers and SMEs who are seeking to identify potential development opportunities
		in the Replacement LDP. The Development Plans Manual (Welsh Government, Edition
	The authority should also consider the	of urban capacity sources which could be considered within a UCS. Based on local circ
	impact that broken promises, and the	sources of potential capacity have been analysed to determine their local relevance
	apparent lack of consequences there are for	housing; Empty Homes, previously developed, vacant and/or derelict land and
	breaching planning conditions, have on	Conversion of commercial buildings; Redevelopment of car parks; Open space
	public confidence in the planning system	Intensification of existing housing areas; Land previously allocated for employment us
	and should be consider more robust policies	and Vacant space above commercial premises.

uirements for the mixed-use th Areas. Such requirements ress the identified key issues vill be facilitated through the and active travel provision. sustainable communities that infrastructure and/or provide of capacity issues across the cale to support provision of a ontributed at all stages of the sed new developments could vide and site-specific viability

ween new homes, a growing conomy. The 2019 Economic x 15) analysed this projected employment land and sector id distribution of employment ext of Planning Policy Wales er, and set out in Policy SP11.

atters for the LDP.

nd has to be informed by an s. The written statement has tic but its content must reflect ead summary leaflet, and the hand to help talk interested cal Development Plan has to manual.

term, hence it contains more of their changing roles and rray of uses than just retail, ongside areas of open space.

provides an analysis of the ence the expected small and hin the proposed settlement erves as a useful resource to ties not specifically allocated dition 3, 2020) identifies a list circumstances, the following ance: Subdivision of existing nd buildings (non-housing); ce surplus to requirements; uses; Public body disposals;

to ensure that planning conditions are adhered to once permission is given.	The evidence contained within the UCS identifies the level of capacity across the Co in both numeric and spatial terms, summarised in Table 10. Many of the sites and
adhered to once permission is given.	identified in the Study are located in town and commercial centres, and togethe
The authority should also be more willing to	introduced into the Retail and Town Centre policies of the Replacement LD
address the fact that many of the aspirations	accommodate more residential development within these areas.
it has publicly stated on social justice, the	
environment etc, are incompatible with a	Policies within the Deposit Plan support the regeneration and re-utilisation of empty
planning system rigged in favour of large	not a direct function of the LDP. It is one of several mechanisms that can boost the s
developers who use the threat of the	
planning inspector to water down S106	As documented in the Candidate Site Assessment (See Appendix 13), the Land Ea
agreements and conditions that mitigate	robustly demonstrated delivery in accordance with the requirements set out in the D
developments. The audit office has	A detailed plethora of evidence has been provided to the Council to support its delive
highlighted how many authorities have	investigations and appraisals, masterplans, a viability assessment, a transp
become too risk averse when taking on	consideration of s106 requirements, infrastructure and costs. This process has
large developers, and allowed shoddy	confidence that the site is realistically deliverable, considering the full plethora
development through as a result. Instead of	requirements, infrastructure provision and placemaking principles necessary to
being risk averse, the authority should be	communities. The site-specific viability appraisal has demonstrated that the site ca
more willing to stand its ground, and when it	and cycle bridge over the railway line to provide safe linkages between the site an
loses to the planning inspector should	relocation of Pyle Railway Station to the north of the site would further enhance
publicise the fact the planning inspectorate	development is not predicated on this proposal which is still at the feasibility stage
is an undemocratic body that regularly	development does not prejudice any future plans.
makes decisions in the interests of	
guaranteeing profits for developers over the	Land to the South of Pencoed is outside of the settlement boundary and not con
rights of local communities. This will	extension to the settlement (i.e. it is not physically, functionally and visually related
generate the political momentum for wider	pattern).
changes to be made to the planning system	
in the interest of the principles outlined	Policy PLA8(10) acknowledges that there are significant constraints along the A4063
above.	which generate capacity and safety concerns. Appropriate improvements to ac
	continue to be pursued and secured through the use of Highway and Planning Agree
Hiding behind legalistic and bureaucratic	the impact of new development.
terminology to drive unpopular	
developments through undermines	The Council recognises that any development growth will likely result in greate
confidence in the authority as a whole, and	increased traffic levels and congestion is likely to occur if appropriate mitigatin
the authority should be far more willing to	infrastructure are not delivered. Therefore, a Strategic Transport Assessment (Se
stand up for the people who live here even	undertaken to consider the impact of plan proposals and help guide and inform the
if it means occasionally losing an appeal to	allocations by means of modelling and quantifying the transport impact of these pro
the inspector	accompanying this assessment demonstrate that the proposed level of development
	be accommodated within the BCBC Highway Network with suitable mitigation. Stra
2. Housing locations – general	Transport and Accessibility will ensure that development must be located and design
	the need to travel, reduces dependency on the private car and enables sustainal
Overall, there are too many new estates	education, local services and community facilities. Development will be required to d
proposed in the LDP. The pandemic has	the provision of, active travel scheme, public transport measures, road infrastru
indicated that working from home is a viable	measures, in accordance with the Bridgend Local Transport Plan and the Bridger
option for many, and it is likely that many	(See Appendix 29). Policy PLA8(3) identifies a need to improve the capacity of the N
businesses will be wondering why they	line to encourage more trips to be made by public transport. Background Paper 13
bother renting office space when working	Infrastructure (See Appendix 53) highlights that Transport for Wales have already in
from home is a viable alternative. As a	on this route, greatly increasing passenger capacity. TfW have further plans to int
result, we are likely to see more empty	December 2022, with particular emphasis on allowing more room for bikes and pushe
offices, which could provide an alternative	work is already well progressed to explore the potential of increasing service freque
source of housing. This would also align	

County Borough's settlements nd sources of urban capacity her with the greater flexibility LDP, demonstrate scope to

npty properties, though this is e supply of affordable housing

East of Pyle site promoter has e Development Plans Manual. livery, including numerous site asport assessment and due as provided a high degree of a of associated development to deliver high-quality new can deliver a new pedestrian and Pyle. Whilst the potential ance the site's sustainability, age. Policy PLA5 ensures that

onsidered a natural or logical ted to the existing settlement

63 between Sarn and Maesteg address these concerns will reements where they relate to

ater travel demand, and that ting transport measures and (See Appendix 36) has been the process of delivering land roposals. The technical notes nt detailed within the LDP can trategic Policy 5: Sustainable igned in a way that minimises nable access to employment, deliver, or contribute towards tructure, and other transport end Integrated Network Plan Maesteg to Bridgend railway 3 - Rail Commuter Trips and introduced refurbished trains introduce brand new trains in hchairs. In addition, feasibility uency on the line.

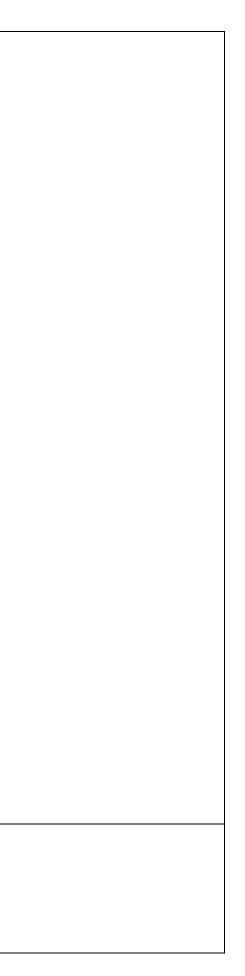
 with town centre regeneration, with a consensus that town centres should have a mix of housing, retail and leisure. The LDP should thus propose meeting part of its housing requirement from converting empty offices and shops into housing. The town centre is also an ideal location for housing, as it already has the necessary infrastructure to support communities Similarly, with around 1,200 empty properties, and the empty properties officer diverted away from this role due to the pandemic - the LDP should consider how a strengthened empty properties strategy (for example one that imposed punitive council taxes on empty homes) could provide a significant housing source. The proposed large development for Pyle will – in the absence of significant investment in rail infrastructure – result in increased motorway traffic which will have a knock on effect on communities near other junctions. It is unlikely that the necessary rail infrastructure needed for this estate will be delivered in the foreseeable future, so this site should be removed from the LDP South of Pencoed/Coychurch appears to be an under-explored area for development, this area would have good access to the M4 and A48, the rail station in Pencoed, and avoid placing pressure on Valleys Gateway. Housing - Valleys Gateway I am pleased the authority finally recognises that Valleys gateway does not have the infrastructure to support more housing. However, existing developments will continue to put that infrastructure under strain. The LDP states that there will be "Unspecified improvements to the A4063 	In terms of the provision of GP surgeries and medical facilities, the Council ha Morgannwg University Health Board from the outset of the Replacement LDP proces to ensure the level and spatial distribution of growth proposed was clarified to help fa provision. As part of Stage 3 of the Candidate Site Assessment, the health board bodies were invited to provide comments in respect of those sites identified as suit and possible allocation in the Deposit LDP. Whilst the Council cannot ultimately of healthcare services, close working relationships will continue and be maintained University Health Board. This will be key to service provision planning as site allocati progress. Policy PLA8(10) acknowledges that there are significant constraints along the A4063 which generate capacity and safety concerns. Aberkenfig is classed as a District Centre in the Retail Hierarchy set out in Policy SI hub of socio-economic activity and an appropriate location for new retail, leisure development. Opportunities will be sought to regenerate and improve the retail identified in the hierarchy, including improvements to access by all modes of tra cycling and public transport.
The LDP states that there will be "Unspecified improvements to the A4063 between Tondu and Maesteg" – this needs more detail and wider consultation so the	

has engaged with Cwm Taf cess. Early meetings were held p facilitate alignment of service and amongst other consultation suitable for future development ly control provision of primary ed with Cwm Taf Morgannwg cations within the Deposit Plan

63 between Sarn and Maesteg

SP12. As such it is seen as a e and supporting commercial ail environment of all centres transport, prioritising walking,

	problems of traffic throughout Valleys Gateway are addressed rather than narrowly focused on the A4063. There needs to be a joined-up approach using all the various sources of finance to find a solution for the whole area.		
	It is also disappointing that despite acknowledging this lack of infrastructure, the LDP proposes housing developments further up the valley – just where exactly does the authority expect the traffic to go through on its way to the motorway?		
	Although there are no new proposed developments, the existing developments are yet to be completed. I would request the LDP considers how the Valleys Gateway can accommodate such development without requiring the proposed link road (environmentally damaging and won't achieve anything), can incorporate it with alternatives that work for the community, and considers the requirements for more health service infrastructure.		
	Road Safety must also be addressed on the A4063.		
	Bridgend Road in Aberkenfig should be considered a high street offering retail and hospitality, and supported as such. Our restaurants attract people from all over South Wales, who find a lack of facilities when they arrive. We need better road safety, safer walking routes from Sarn train station, public toilets re-opened etc.		
	Coytrahen has been previously designated as a rural area where development is not permitted – I support the continued designation of Coytrahen as a rural area.		
148 5	In conclusion, I submit all of the following / above comments for your due deliberations within the new LDP context and thank you for the time and effort already expended by the Team and Department on this highly complex review. Please see separate attachments.	No changes	



		-	
132	Porthcawl Town Council (PTC) are concerned with the consultation process currently being undertaken by Bridgend County Borough Council (BCBC) with regards to the Local Development Plan. PTC do not believe that a substantial percentage of the County Borough of Bridgend Welsh Government target for new housing should be met by converting Salt Lake and Sandy Bay into housing estates, PTC do agree however that some housing should be included on both sites. The LDP is a powerful tool in terms of driving regeneration of all communities across the Borough and in this sense, too much notice is given to where developers might want to build houses and not to where people want to live. New housing is a powerful economic driver.	Objection to growth & spatial strategy.	The rationale for the Growth Strategy is detailed within the Strategic Growth Optior The Replacement LDP apportions sustainable growth towards settlements that alr services, facilities and employment opportunities and are most conducive to development. As such, a Settlement Assessment has been undertaken to establ hierarchy. Based upon the consideration of a comprehensive range of variables su to be appropriately directed towards the Settlements of Bridgend, Porthcawl, Per Settlement of 'Pyle, Kenfig Hill and North Cornelly'. The basis for this strategy is detailed within the Spatial Strategy Background Paper option to align with the Vision and also the Key Issues, Drivers, Strategic Objective: Replacement LDP is seeking to address. The Strategy is considered most cond level of growth identified in the Strategic Growth Options Background Paper and through sustainable patterns of development that accord with the Planning Policy W It will maximise affordable housing delivery in high-need areas, promote viable sust delivery of significant remaining brownfield sites in accordance with the site se minimise pressure on BMV agricultural land, subject to site-specific assessment. Each candidate site has been assessed against the criteria in the Candidate Site which was previously consulted upon (See Appendix 13 – Candidate Sites Assess Stage 2 detailed assessment, sites were examined based on any specific issues
			environmental constraints and opportunities. Site promoters were asked to prepa technical supporting studies to demonstrate the site's deliverability, sustainability ar detailed assessment, only those sites deemed appropriate were included for allocal Before being 'rolled forward' into the Deposit Plan, Porthcawl Waterfront was sub of its sustainability, deliverability and viability credentials in the same manner as all has been a substantial change in circumstances to demonstrate the site can be del LDP period, as indicated within the housing trajectory. The Council has now pure over Phase 1 (Salt Lake), coastal defence works are progressing on site and are end of 2022. Partnership options are currently being explored in order to bring forw has commenced in relation to procurement mechanisms and a formal procureme commence shortly. Phase 2 (Sandy Bay / Coney Beach) is being jointly promoted owner and a significant majority of the site is not reliant on coastal defence wor owners agreement is in place, a disposal strategy is being finalised and the site market shortly.
	Sea facing houses are going to be expensive because developers will see that as a premium they can recoup. What percentage will be taken up by speculators, buy to let, downsizers or holiday home	Site specific comments relating to Policy PLA1 Porthcawl Waterfront Regeneration site.	Porthcawl Town Council's site-specific comments are noted. Strategic Site Policy details the site-specific requirements including placemaking principles and requirements, all of which seek to contribute and address the identified key issues a the Replacement LDP preparation process. In essence, this policy sets out the C development of this site (albeit at a strategic level). Proposals for the Waterfro developed further as part of the 'Placemaking Strategy' that represents a form

ons Background Paper.

Iready benefit from significant o enabling transit orientated blish a sustainable settlement ustainable growth is proposed encoed and with the grouped

er and it is considered the best es and Specific Objectives the ducive to accommodating the nd also delivering this growth Vales' placemaking principles. tainable development, enable earch sequence and seek to

ite Assessment Methodology sment Report (2020)). During s they raised in terms of their essibility, physical character, pare and submit a number of and suitability. Proceeding this ration in the Deposit Plan.

bject to robust re-assessment Il other candidate sites. There livered over the Replacement rchased and has total control e due to be completed by the vard development, initial work nent exercise is scheduled to d by the Council and a private rks to come forward. A landis likely to be brought to the

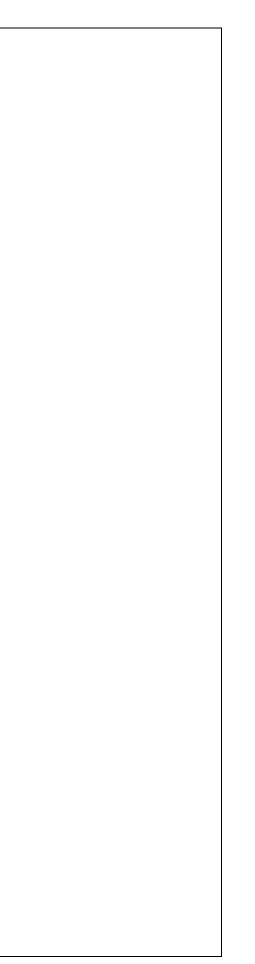
PLA1 'Porthcawl Waterfront' and masterplan development and drivers identified through Council's expectations for the ont Regeneration site will be of sub area masterplanning

ownership. Every new development along the seafront in Porthcawl has seen a substantial percentage swallowed up by absents landlords.		supported by illustrative design material and will provide a coherent basis for guid future funding, attracting investors and delivering a comprehensive range of re engagement events are being facilitated by Austin-Smith: Lord. In addition, any future for this site will be subject to a formal planning application also providing op- consultation.
For the proposed new housing estates of Salt Lake and Sandy Bay to work this would mean for improvements to the current infrastructure of Porthcawl and PTC feel it is madness to drive a new road through the rear of Griffin Park, losing the current Tennis Court which now has a thriving Tennis School and losing some of the green useable space in Porthcawl.		
As is stands the proposal is to rely on bringing in all the traffic down the dual carriageway, to do away with parking at Salt Lake and Dock Street. PTC are aware that one of the consultants who have contributed to the proposals in the past have suggested that the dual carriageway should become a single lane on one side and convert the redundant carriageway on the South Road Town exit sign to diagonal car parking. This would provide parking for a huge number of visitors and also solve the ongoing problem of speeding cars and motorbikes currently causing havoc for residents.		
If BCBC really wanted to show ambition you should consider the opportunity for the road layout to change to enable Station Hill to become part of the Town again.		
At part one of the process the following candidate sites were put forward for consideration: Ref Nr	Support for recommendations in the Candidate Site Assessment.	Comments noted. The final selection of proposed allocations, and accompanying just Candidate Site Assessment.
207.C1 Moor Lane (Land at) Residential Nottage		
221.C2 Zig Zag Lane Residential Newton / Porthcawl East		

guiding development securing regeneration projects. Public future development proposals opportunity for further public

justification, is provided in the

278.C1 Westfield Crescent (Land end of) Residential Nottage		
278.C2 West Road (land off) Residential Nottage		
289.C1 Cae Canol (Land to North of) Residential Nottage		
311.C1 West Road (Land West of) Residential Nottage		
312.C1 Danygraig Avenue (Land East of) Residential Newton		
345.C1 Cypress Gardens (Land to the North & East of) Residential Newton		
352.C55 Cypress Gardens (Playing Fields) Residential and Recreation (Change Settlement Boundary) Newton		
352.C56 Heol y Goedwig (Land at) Recreation / Residential Porthcawl East Central		
BCBC declined to consider the sites listed above at part one of the LDP process and PTC fully support and endorse that decision.		
With regards to the consultation process itself, PTC have concerns that the correct process has not been followed.		
The Code of Conduct on Consultation states the following seven points of criteria must be met, for a consultation to be fulfilled.		
1. When to consult – Formal consultation should take place at a stage when there is scope to influence the policy outcome.	Objection to the Deposit Plan consultation.	
2. Duration of the consultation exercises – Consultations normally last <u>at least</u> 12 weeks with consideration given to longer timescales where feasible and sensible.		



3.	Clarity of scope of impact – Consultation documents should be clear about the consultation process, what is being proposed, the scope of the influence and the expected costs and benefits of the proposal.	
4.	Accessibility of consultation exercises – Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.	
5.	The burden of consultation – Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees buy in to the process is to be obtained.	
6.	Responsiveness of consultation exercises – Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.	
7.	Capacity to consult – Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.	
PTC 1	reasons detailed below explain why feel that correct consultation process ot been followed.	
1.	When to consult - We do not believe that the consultation is being conducted at a stage where consultees have the ability to influence the outcome of the Local Development Plan.	In response to concerns raised over the Council not complying with its 'code of important to acknowledge that Local Development Plan consultations are govern Plan Regulations (2005) and Delivery Agreement approved by both Council and avoidance of doubt, Officers can confirm the LDP consultation has been carried ou Development Plan Regulations (2005) and Delivery Agreement.
2.	Duration of the consultation exercise - BCBC have stated the pandemic as a reason not to engage	Regulation 17 of the Local Development Plan Regulations (2005) requires the Draft for public inspection and consultation prior to submitting the Replacement Welsh Government. The Deposit Plan contains the strategy, policies and allocated background evidence. The Deposit Plan will shape and guide development prop

of conduct for consultation' it is rned by the Local Development nd Welsh Government. For the out in accordance with the Local

e Council to publish its Deposit ent Local Development Plan to ocations, supported by relevant oposals to sustainable locations

 in meaningful consultation, therefore we feel it should have been considered if this was indeed the right time to consult. Due to the restrictions of the pandemic more thought should have been given to: The duration of the consultation A more thoughtful and user friendly survey document Methods of being able to safely access the document and support provided for diverse groups within the community. 	to deliver the scale and type of growth necessary for local community wellbeing over the Stage of LDP preparation provides an opportunity for all stakeholders to comment or proposed. All members of the public are invited to submit formal representations, the amend allocation boundaries, or propose the deletion or addition, of new sites. Bridgend CBC did <u>not</u> state 'the pandemic as a reason not to engage in meaningful LDP preparation is bound by a Delivery Agreement and Community Involvement So October 2020 in light of the impacts of the pandemic. Historically, LDP consultation prin sessions' in libraries, leisure centres and other public facing buildings. When st restrictions are continually evolving, it was not deemed appropriate to book public edrop-in sessions. Such venues need to be booked well in advance and the dates advertised at the start of the consultation period. Reliance on this method of consultation effectiveness of the consultation if (for example) restrictions were altered, venu accommodate such sessions and officers would have to cancel scheduled public edeposit consultation, therefore, Council and Welsh Government recognised the new virtual meetings; social media; digital communication; web-based consultation to appointments; dissemination of hard copies to individuals; and remote internal and with community meetings and engagement during a period of lasting restriction consultation period (8 weeks, rather than the statutory 6-week period) was approved.
There were minimal attempts to share the information or to raise awareness. There were only social media posts, one newspaper advert and an information poster sent to the Council for this to be displayed in the Town Councils notice board.	 One of the key aims of the Replacement LDP is to ensure plan production is bas involvement. This is to ensure a range of views can be considered as part of a consensus on the Replacement LDP's strategy and policies. A number of consultation are being used to ensure efficient and effective consultation and participation, in accord Involvement Scheme. These methods include: A Legal Notice was placed within the Glamorgan Gazette on 3rd June 20 The package of consultation documents was made available online via Council's Website (www.Bridgend.gov.uk/ldpconsultation). Respondents survey online to make a formal representation. Printed reference copies were placed within public facing Council buildi in the County Borough (fixed and mobile), subject to social distancing copies were also available to view at the Council's Civic Offices in Angel by appointment only as the offices had not yet re-opened to the public. form were made available at these locations for members of the public to complete by hand (free of charge). Every individual and organisation on the LDP Consultation Database was (depending on their preference) to inform them of the availability of

r the plan period. The Deposit on both the policies and sites hese can include requests to

ul consultation'.

Scheme. This was revised in a periods have involved 'dropstill in a period where Covid c exhibition venues for public es / times would need to be ltation could risk jeopardising mues were no longer able to exhibitions. For purposes of need to make greater use of tools; one to one telephone d external agencies to assist stions. In addition, a longer ed for these reasons.

ased on effective community a process of building a wide ation methods have been and cordance with the Community

2021

ia Bridgend County Borough Its can complete an electronic

Idings, including every library ng guidelines. The reference gel Street, Bridgend, although ic. Hard copies of the survey c to complete by hand.

the public were able request

was notified by letter or email of the Deposit Consultation.

	Approximately 500 representors were contacted, provided with details of of consultation documents and how to respond. As the consultation representors were informed of and added to the database upon request
	 Planning Aid Wales were commissioned by the Council to run remote Town and Community Councils in Bridgend County Borough.
	 A comprehensive social media plan was devised and implemented. A swere released periodically on Facebook, LinkedIn and Twitter. They thematic areas / parts of the County Borough throughout the consultation
	 Planning Officers presented the consultation remotely to established we Bridgend Community Cohesion and Equalities Forum and Youth Forum
	 In place of face-to-face public drop in sessions, representors were able to appointments with planning officers to discuss any queries/concerns the
	 Posters were sent to all Town and Community Councils to display on the requested by some Town and Community Councils).
	 Members of the public and other stakeholders were able to submit their i via email.
	The consultation period ran from Tuesday 1 st June until Tuesday 27 th July in accord Agreement and Community Involvement Scheme. Approximately 1,300 formal responsion addition to hundreds of emails and phone calls that Planning Officers have demonstrates how well the consultation methods worked.
 Clarity of scope and impact - Consultation exercises should be 	Regulation 15 of the LDP Regulations required the Council to publish its pre-de Strategy) for public inspection and consultation before finally determining the content Preferred Strategy was published in September 2019 (for a period of six weeks), rep a period of pre-deposit plan preparation and engagement, which has clearly influe Preferred Strategy provided the strategic context for the preparation of more detail land use allocations that were subsequently included in the Deposit LDP. Porthcaw in the Preferred Strategy consultation as evidenced in the Preferred Strategy Consu
clear about the scope of the exercise. The Local Development Plan as by definition is 'The plan for the future development of the local area drawn up by the local planning authority in consultation with the local community. When the plan was	to Council.
being drawn up there was no meaningful consultation with the community and perhaps the title 'feasibility study' would be more appropriate.	The response form was designed in consultation with the Councils 'Communication T friendly. In addition, an easy-read summary document was prepared to assist mem stakeholders. The Deposit Plan does not have a crystal mark from the Plain English been prepared in accordance with the LDP Regulations and Development Plans I Government.

of how to access the package ation progressed, additional st.

te engagement events for all

series of social media posts y drew attention to different ion period.

working groups, including the m.

to book one to one telephone hey may have.

their notice boards (this was

r representations in writing or

rdance with the LDP Delivery conses were received. This is ve dealt with hitherto. This

deposit proposals (Preferred ent of its LDP for Deposit. The epresenting the completion of uenced its development. The cailed policies, proposals and wl Town Council participated sultation Report presented in

Team' to ensure it was usermbers of the public and other sh Campaign, however, it has s Manual prepared by Welsh

The response survey document is not clear. The most learned of constituents have experienced extreme difficulty in completing the survey. BCBC has been awarded the Crystal Mark from the Plain English Campaign. Has the Local Development Plan Consultation document, been reviewed, clarified and Crystal Marked approved by the campaign?	Members of the public and other stakeholders were able and indeed submit repre email. The consultation webpage clearly stated that alternative forms of submitting acceptable.
There is no other method to present views and have them considered and counted other than completing the given survey document. PTC feel that residents should be able to submit a response in writing or via e- mail should they wish to.	Planning Officers presented the consultation remotely to established working grou Community Cohesion and Equalities Forum and Youth Forum.
 No consideration has been given to diverse groups. PTC feel that the following groups should have given consideration and support. Youth members of the community who now due to the local government and elections act 2021 have the right to vote. The elderly who may not be computer literate, but wish to have a say for future generations. Groups who may experience learning difficulties and find the information is targeted at the academic population. Groups who may have a physical disabilities which would require another format of the survey such as braille. Accessibility of consultation exercise - It is essential that interested parties are identified early in the process so that the consultation can be designed and targeted accordingly. When consultations need to reach a diverse audience, several 	The Deposit Plan consultation document and webpage clearly detailed how to partic

presentations in writing or via ing representations would be

oups, including the Bridgend

ticipate and comment.

 approaches may be required. In the consultation document it should be stated what ways are available for people to participate and how exactly to get involved. Key groups have been excluded from this process. There have been offers to visit the Council Office to explain to individuals what the LDP means and for people to ask questions, however that offer has since been withdrawn stating that Covid regulations do not allow public meetings to be held, a statement we find confusing considering the latest update from Welsh Government that states indoor organised activities can take place for 1000 standing or 200 seated. A standard table of information has only just been provided following a complaint with two weeks of the consultation remaining. The burden of consultation – Not 	LDP preparation is bound by a Delivery Agreement and Community Involvement S October 2020 in light of the impacts of the pandemic. Historically, LDP consultation p in sessions' in libraries, leisure centres and other public facing buildings. When s restrictions are continually evolving, it was not deemed appropriate to book public drop-in sessions. Such venues need to be booked well in advance and the dates advertised at the start of the consultation period. Reliance on this method of consult the effectiveness of the consultation if (for example) restrictions were altered, ven accommodate such sessions and officers would have to cancel scheduled public e deposit consultation, therefore, Council and Welsh Government recognised the ne virtual meetings; social media; digital communication; web-based consultation to appointments; dissemination of hard copies to individuals; and remote internal and with community meetings and engagement during a period of lasting restricti consultation period (8 weeks, rather than the statutory 6-week period) was approved. In place of face to face public drop in sessions, representors were able to be appointments with planning officers to discuss any queries/concerns they may hav were placed within public facing Council buildings, including every library in the 0 mobile), subject to social distancing guidelines. The reference copies were also avail Civic Offices in Angel Street, Bridgend, although by appointment only as the offices f public. Hard copies of the survey were also made available at these locations fo complete by hand.
 applicable at this stage. 6. Responsiveness of the consultation exercise – Not applicable at this stage. 	
 Capacity to consult – It is noted that complaints have been considered and attempts to rectify have been made by the MP Dr Jamie Wallis, who in the last two weeks of the consultation has set up surgery's and meetings to engage people in the process. 	For the reasons outlined above it was not considered necessary for the consultation reiterated that <u>a longer consultation period (8 weeks, rather than the statutory 6 weets these reasons</u> .
It for the reasons cited above that PTC are requesting an extension to the current consultation.	An Equities Impact Assessment was prepared to support the Deposit Plan and was the consultation webpage.
We would also like to enquire if an impact equality assessment has been conducted on the proposed changes contained within the LDP.	

Scheme. This was revised in periods have involved 'dropstill in a period where Covid exhibition venues for public es / times would need to be ltation could risk jeopardising nues were no longer able to exhibitions. For purposes of eed to make greater use of: cools; one to one telephone d external agencies to assist tions. In addition, a longer ed for these reasons.

book one to one telephone ve. Printed reference copies County Borough (fixed and ilable to view at the Council's had not yet re-opened to the or members of the public to

n period to be extended. It is eek period) was approved for

as made available to view on

	It is hoped that moving forward there will be more engagement with the Town Council and it members with regards to all matters concerning Porthcawl.		Comments noted. It is reiterated that Planning Aid Wales were commissioned by the events at the Preferred Strategy stage and remote engagement events for all Town Bridgend County Borough for the Deposit Plan.
131	no	No changes proposed	Comments noted.
71	Should the closure of the railway line in Pencoed will the moratorium on building work in and around Hendre be lifted ?	Query regarding the Pencoed Moratorium	In terms of the moratorium, Background Paper 16: Development West of the Railway of several recent studies focussed on the highway network in Pencoed to determ existing moratorium on development, as prescribed by Policy PLA6 in the Bridgend be retained in the emerging replacement Local Development Plan 2018 to 2033. significant assessment has been undertaken into developing a solution which interventions to include the closure of the Hendre Road level crossing as well as a re bridge with significantly improved capacity and active travel infrastructure. However subject to many constraints which would need to be overcome through further asses require collaboration of several statutory undertakers. There are also restrictions is existing guarantees that the required costs for major intervention can be met over the It is therefore concluded that the existing development moratorium in Pencoed sh revised Local Development Plan 2018-2033 until a suitable transport intervention met The Council is currently carrying out an initial public consultation on the Pencoed level road bridge, of which will allow members of the public and other stakeholders
69	The Deposit Replacement Local Development Plan (LDP) notes that Pencoed is a settlement for the logical expansion of under-utilised sites and is a sustainable growth area. The town has been identified as a sustainable growth area based on accessibility, amenities and employment opportunities. The land east of Pencoed has been identified as a location for 770 residential units including affordable housing; a new 1.5 form entry primary school and nursery facility; outdoor recreational facilities as well as active travel routes and community facilities. It will be essential that Pencoed Town Centre undergoes significant regeneration with sufficient amenities and facilities to accommodate an increase in population. Concerns were also expressed by residents about whether or not Pencoed has sufficient capacity at healthcare facilities such as GPs and Dental Surgeries to accommodate an increase in population? Furthermore, it is regrettable that there hasn't been a decision made on whether or not the new primary	Comments regarding Strategic Allocation PLA4: Land East of Pencoed, amenities and facilities within Pencoed, health care facilities, primary school, Moratorium & trains platform edge	 concerns. Comments noted. The Deposit Plan has been underpinned by the identification of the economic growth and housing provision, all of which have been based upon well judgements regarding need, demand and supply factors (See Appendix 42 – Back Strategy Strategic Growth Options). A range of growth scenarios across the whol have been analysed and discussed within the Strategic Growth Options Background how the County Borough's demographic situation is likely to change from 2018-2 appropriate response for the Replacement LDP. As such the Replacement LDP id requirement to enable a balanced level of housing and employment provision the patterns of growth, support existing settlements and maximise viable affordable hou. The distribution of growth is further evaluated and justified in the Spatial Strategy (See Appendix 43 – Background Paper 3). The strategy prioritises the development periphery of sustainable urban areas, primarily on previously developed brownfield on the delivery of the brownfield regeneration allocations identified in the existin Maesteg and the Llynfi Valley are still denoted as regeneration priorities the Regeneration Growth Areas. The ongoing commitment to brownfield development settlements accords with the site-search sequence outlined in Planning Policy Wa developmental pressure on Best and Most Versatile (BMV) agricultural land. Howey success in delivering development on brownfield regeneration opportunities remain deliverable sites (including some greenfield sites) are therefore required to implem housing in high need areas and ensure the County Borough's future housing required to moving and ensure that alreas services, facilities and employment opportunities and are most conducive to

he Council to run engagement n and Community Councils in

ray Line, Pencoed, makes use mine the requirement for the d Local Development Plan, to 3. It has been identified that ch is likely to require major a replacement Penprsyg Road er, the available solutions are sessment and design and will s in terms of funding, with no the replacement plan period. should be retained within the materialises.

level crossing and Penpyrsg to voice their views and/or

the most appropriate scale of rell informed, evidence based ackground Paper 2: Preferred ole Replacement LDP period and Paper. This has considered -2033 and informed the most identifies an appropriate plan that will achieve sustainable ousing delivery.

y Options Background Paper ment of land within or on the eld sites. It continues to focus sting LDP, hence, Porthcawl, through their designation as ent opportunities within these Wales and seeks to minimise ever, given the existing LDP's ably Bridgend and the Valleys aining. Additional viable and ement SP1, deliver affordable irements can be realised.

Iready benefit from significant o enabling transit orientated

school will be an English or Welsh language development. As such, a Settlement Assessment has been undertaken (See Appendix 19) to establish a medium school. I would encourage a sustainable settlement hierarchy. Based upon the consideration of a comprehensive range of variables preference for a Welsh language medium sustainable growth will be appropriately directed towards the Main Settlements of Bridgend and Pencoed along primary school which would resolve issues with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. relating to access to Welsh language education in the east of the County Borough The plan preparation has involved the assessment of 171 sites. Each candidate site has been assessed against and this would also alleviate potential 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 pressure and capacity issues on English language medium secondary education at based on any specific issues they raised in terms of their deliverability, general location, neighbouring land uses, Pencoed Comprehensive School if there is existing use(s), accessibility, physical character, environmental constraints and opportunities. Site promoters to be a significant influx in the population. were asked to prepare and submit a number of technical supporting studies to demonstrate the site's With regards to the comments on the deliverability, sustainability and suitability. Proceeding this detailed assessment, only those sites deemed moratorium on development to the West of appropriate were included for allocation in the Deposit Plan. As such, candidate site 219.C1 was considered as the railway crossing, it is suggested in the appropriate for allocation. Draft LDP that this moratorium would remain in place and that there would be no As part of the proposed allocation of Land East of Pencoed, development will be subject to site-specific requirements including masterplan development principles and placemaking principles (See Deposit Policy increase in net vehicular movements to the West of Pencoed. However, there is an PLA4 – Page 75). The provision of new residential units, including affordable dwellings, will be Incorporated ambition to close the railway crossing and alongside a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate replace the existing Penprysg Road Bridge. community facilities and commercial uses. A significant majority of residents have expressed the view that the moratorium on In terms of supporting infrastructure, an Infrastructure Delivery Plan (IDP) has been produced. The IDP provides development in the existing Hendre ward of a single schedule of all necessary infrastructure without which the development of allocated sites for the Pencoed should remain in place for the plan anticipated quantum of proposed housing/employment uses within the plan period could not proceed. Such period regardless of whether or not the infrastructure includes transport, education, health, environmental management, utilities in additional to Penprysg Road Bridge is replaced. community and cultural infrastructure. Furthermore, residents were keen on ensuring that the congestion issues which In terms of health, the Council has also been engaging with Cwm Taf Morgannwg University Health Board from currently exist in the town centre are not the outset of the Replacement LDP process. Early meetings were held to ensure the level and spatial distribution simply moved to another location in of growth proposed was clarified to help facilitate alignment of service provision. As part of Stage 3 of the Pencoed and that the bottleneck on Hendre Candidate Site Assessment, the health board amongst other consultation bodies were invited to provide Road due to the narrowing of the road 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 doesn't cause further issues. It is therefore relationships will continue and be maintained with Cwm Taf Morgannwg University Health Board. This will be suggested that Hendre Road is widened in an appropriate location. When the railway key to service provision planning as site allocations with the Deposit Plan progress. crossing is closed, resolving the separation of the community of Pencoed, consideration In relation to education, should PLA4: Land East of Pencoed development be adopted within the new Local should also be given to how the platforms Development Plan, a decision on language type for the primary provision (ie whether the school is Welsh or for train travel can be improved to resolve English-medium) would be undertaken in due course. the current issue whereby there is a huge gap between trains and the platform edge. In terms of the moratorium, Background Paper 16: Development West of the Railway Line, Pencoed, makes use However, in broad terms, I welcome the of several recent studies focussed on the highway network in Pencoed to determine the requirement for the existing moratorium on development, as prescribed by Policy PLA6 in the Bridgend Local Development Plan, to suggestion that Pencoed railway crossing is be retained in the emerging replacement Local Development Plan 2018 to 2033. It has been identified that closed and a new Penprysg Road Bridge is constructed. I believe that it will offer an significant assessment has been undertaken into developing a solution which is likely to require major opportunity for community regeneration interventions to include the closure of the Hendre Road level crossing as well as a replacement Penprsyg Road around the Cenotaph which would be a bridge with significantly improved capacity and active travel infrastructure. However, the available solutions are welcome development, creating a focal subject to many constraints which would need to be overcome through further assessment and design and will point for the town and encourage require collaboration of several statutory undertakers. There are also restrictions in terms of funding, with no commercial investment in the town centre. I existing guarantees that the required costs for major intervention can be met over the replacement plan period.

welcome proposals to expand the Park &	It is therefore concluded that the existing development moratorium in Pencoed sh
Ride facility which would encourage travel	revised Local Development Plan 2018-2033 until a suitable transport intervention m
via public transport but there were	In terms of the train's platform edge, such suggestions are beyond the scope of the
comments from residents that the bus	involvement of other internal and external departments to deliver. The Council is cu
network ought to be improved so it is a	public consultation on the Pencoed level crossing and Penpyrsg road bridge, of which
welcome development that there is a	public and other stakeholders to voice their views and/or concerns.
commitment in the LDP to improve the	
existing bus network. Finally, I welcome the	Strategic Policy SP12 of the Replacement Plan will promote Town, District and Lo
LDP proposals for the provision of a natural	County Borough (such as Pencoed District Centre) as hubs of socio-economic activ
greenspace at Heol Wastad-Waun and the	diverse range of services which support the needs of the communities they serve.
proposals for 24 units at the site of the	
former RAOB Club in Pencoed.	As part of the technical supporting evidence base the Council have prepared a Reta
	of which sets out evidence-based recommendations on retail need, the distribution
	primary shopping areas to inform policies and site allocations. Additionally, the Cou
	sense check of the evidence base in light of the pandemic (See Appendix 51 – Back
	Policy Review). The 2019 Retail Study already identified a shift in commuter s
	shopping, which the pandemic has accelerated. The LDP recognises that high stre
	especially in the short-term, hence it contains more flexible planning policies and re
	centres, recognising their changing roles and functions. It will be increasingly importa
	a wider array of uses than just retail, including community, health, leisure, resider
	spaces alongside areas of open space.
	The Replacement LDP ultimately seeks to allow the traditional role and function of
	evolve and adapt appropriately. The hierarchy will be used positively to ensure Towr
	continue to be the principal locations for new retail, office, leisure and commun
	capitalise on and enhance the vitality and viability of centres, whilst generating incr
	activity.

should be retained within the materialises.

the LDP, and will require the currently carrying out an initial hich will allow members of the

Local Centres throughout the tivity and the focal points for a

etail Study (See Appendix 16) n of need and the definition of ouncil have also undertaken a ackground Paper 11: Covid-19 r spending habits and online treets will continue to change I retail boundaries within town rtant for them to accommodate lential and flexible co-working

of established retail centres to wn, District and Local Centres unity facilities. This will both acreased social and economic