

Bridgend Local Development Plan

Examination

<http://www.bridgend.gov.uk/ldpexamination>

Thursday 17 January 2013 2.00pm

Session 13 – Transport

Inspector's Agenda with Matters and Issues

[Figures in brackets () identify a Representor and their representation number eg 54.24 refers to Representor 54 and their Representation 24].

1. SP3 STRATEGIC TRANSPORT PLANNING PRINCIPLES

- 1.1 As not all development proposals will have transport implications, the Countryside Council for Wales (CCW) recommends that the first sentence of the policy is amended by replacing '*All development proposals*' with '*Where appropriate, development proposals*'. (To meet Test of Soundness CE1) (54.24).
- 1.2 Notwithstanding the appropriateness or otherwise of this suggested change, the Council consider that this does not go to the soundness of the Plan. However, the Council offers no evidence to counter this representation given the limited impact such a change will have on the application of the Policy and any subsequent outcome as a result of implementation.

Qn1a. Is the change necessary for the Plan to be coherent?

2. PLA6 DEVELOPMENT WEST OF THE RAILWAY LINE, PENCOED

- 2.1 Policy PLA6 would not permit any development that would result in a net increase in vehicular traffic movement in Pencoed to the west of the railway line as shown on the proposals map. A previously permitted development that included limited highway works is exempted from the policy in the supporting text.
- 2.2 Bellway Homes objects to the overly restrictive approach of Policy PLA6 and considers it is not sound in terms of test CE4. The Representor requests that a degree of flexibility be allowed within policy PLA6 to allow limited residential development at Ffoes-yr-Efail Farm, Pencoed; a 1.8ha site which the Representor estimates could accommodate 50-70 dwellings. They request the policy be reworded as: "*New development to the west of the railway line at Pencoed will only be permitted where it can be proved that it will not cause a demonstrable harm to the efficient, effective and safe operation of the highway network*" (788.4).
- 2.3 The Council refers to the consultation response to the Representor's Alternative Site AS006. As the existing highway network is constrained by the mainline railway passing through Pencoed, no further development to the west

of the railway line will be permitted as it will exacerbate congestion either side of the level-crossing and at the complex over-bridge junction between the eastern end of the relief road and Penybont Road.

Qn2a. How would the policy apply to sites such as the Representor's which are outside the shaded area on the Proposals Map?

Qn2b. Would the strict policy wording for example prevent the replacement of a single garage with a double garage within the shaded area?

Qn2c. Would the Representor's suggested wording meet the policy objectives or are there no conceivable measures that would prevent demonstrable harm from occurring?

Qn2d. Has the relief road proposed in the UDP Policy T14 been constructed in whole or in part and what further measures would be needed to allow development to take place?

3. PLA7 TRANSPORTATION PROPOSALS

PLA7(24) New Park and Share Facilities at M4 Junction 35 and 36

- 3.1 CCW considers that the exact location of allocation PLA7(24) is unclear, and that further clarity should be provided in the LDP and on the Proposals Map. Whilst unclear, the proposals map currently identifies Cefn Hirgoed Common as an indicative location for the park and share facilities. Cefn Hirgoed Common forms part of the wider Coity Walia commons and is also designated as Cefn Hirgoed SINC. Both CCW and Bridgend County Borough Council have recently supported the Coity Walia Commoners Association and PONT in their successful bid for funding from the Biffa Award Flagship Scheme for the management of the common. Their project, 'Biodiversity in Common', is a landscape level habitat and species restoration project, which for the management of existing local and UK BAP habitats at the site. To ensure that the allocation meets Test of Soundness CE1 and C1, the proposed allocation should avoid damaging the integrity of the SINC (54.26).
- 3.2 The Council responds that the Park and Share proposal detailed under Policy PLA7 (24) is an identified proposal in the Sewta Regional Transport Plan. The location of the proposal is indicative based around Junction 36 of the M4 and the issues raised by the Representor will be assessed when detailed site specific proposals are prepared.

Qn3a. Does the Proposals Map adequately reflect national policy in Local Development Plan Wales paragraph 2.24 in defining the sites for the park and share developments?

PLA7(20-23) New Park and Ride Facilities and Improvements

Qn3b. Does the Proposals Map adequately reflect national policy in Local Development Plan Wales paragraph 2.24 in defining the sites for the park and ride developments?

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PLA8 DEVELOPMENT-LED IMPROVEMENTS TO THE TRANSPORTATION NETWORK

- 3.3 Mr T Jones has concerns that there is a disproportional emphasis on housing rather than infrastructure. Brackla properties along Heol Simonston have seen large increases in traffic and noise over the years. The traffic is likely to further increase with the major housing development at PLA3(2) Parc Derwen along a road never constructed to take such a volume (1238.1). This road has a high level of accidents and is subject to high levels of traffic at peak times, particularly around the Wyndham Close junction. No detail of the improvements to this road are given in the LDP. The Representor is concerned that, without the detail being provided, that the LDP intends to straighten the road by demolishing properties or removing large parts of the traffic screening wooded areas (1238.2).
- 3.4 Further to the previous representation and following a conversation with a member of the planning team, Mr Jones is satisfied that the LDP provides detail of how the road will be improved, but is concerned as to how this will be implemented given the road alignment and considers that the LDP should further clarify how the road improvements will mitigate against the current problems with high density traffic and the increases which will result from the high level of development proposed at Parc Derwen and North East Brackla (Brackla Ind Est).
- 3.5 The Council responds that the North East Brackla Development Brief details key elements of infrastructure and facilities that will need to be provided and establishes key principles and parameters for the development of the site. Development proposals and planning applications will need to demonstrate compliance with this document in whole or in part. Further details of the highway improvements will be provided with the submission of detailed planning applications in association with the North East Brackla Regeneration Area designated under Policy PLA3(2) of the LDP.

Qn4a. Has the Council's response resolved the Representor's concerns and, if not, what change does he consider would be necessary for the Plan to be sound?

1 November 2012