

Bridgend Local Development Plan

2006-2021



Deposit Plan
June 2011

1. INTRODUCTION & BACKGROUND Page...

| | | |
|-----|---|---|
| 1.1 | Introduction | 1 |
| 1.2 | Format of the Document | 1 |
| 1.3 | Local Development Plan Process | 2 |
| 1.4 | The Area Covered by the LDP | 2 |
| 1.5 | The National, Regional and Local Policy Context | 3 |
| 1.6 | Key Issues in Bridgend County Borough | 3 |
| 1.7 | Translating the Issues - Strategy Development | 4 |

2. BRIDGEND LOCAL DEVELOPMENT PLAN STRATEGY Page...

| | | |
|-----|---|-----------|
| 2.1 | Local Development Plan Vision | 5 |
| 2.2 | Local Development Plan Objectives | 6 |
| 2.3 | The LDP Strategy | 8 |
| | - What is the Regeneration-Led Spatial Strategy? | 8 |
| | - Focused Regeneration | 9 |
| | - Benefits of Growth | 10 |
| | - Regeneration-Led Spatial Strategy on the Ground | 10 |
| | • Bridgend and Pencoed | 10 |
| | Focused Regeneration - Bridgend SRGA | 11 |
| | • Porthcawl and Pyle / North Cornelly / Kenfig Hill | 11 |
| | Focused Regeneration - Porthcawl SRGA | 12 |
| | • Maesteg and the Llynfi Valley | 12 |
| | Focused Regeneration - Maesteg and the Llynfi Valley SRGA | 13 |
| | • The Valleys Gateway and the Ogmere & Garw Valleys | 14 |
| | Focused Regeneration - The Valleys Gateway SRGA | 14 |
| | - Strategic Employment Sites | 15 |
| | • Brocastle, Waterton, Bridgend | 16 |
| | • Island Farm, Bridgend | 16 |
| | • Pencoed Technology Park, Pencoed | 16 |
| | • Ty Draw Farm, North Cornelly | 16 |
| | - What is the Underlying Level of Growth? | 16 |
| | - LDP Strategy Components and Actions | 17 |
| | ■ Strategic Diagram | 18 |

3. PRODUCING HIGH QUALITY SUSTAINABLE PLACES Page...

| | | |
|-----|---|----|
| 3.1 | Regeneration-Led Development Distribution | 19 |
| | - SP1 Regeneration-Led Development | 19 |
| | - Spatial distribution of Growth | 20 |
| | - PLA1 Settlement Hierarchy and Urban Management | 21 |
| | - PLA2 Implementation of Regeneration Strategies | 21 |
| | - PLA3 Regeneration and Mixed Use Development Schemes | 22 |
| 3.2 | Design and Sustainable Place Making | 22 |
| | - SP2 Design and Sustainable Place Making | 22 |
| | - PLA4 Climate Change and Peak Oil | 23 |

3. PRODUCING HIGH QUALITY SUSTAINABLE PLACES (continued) Page...

| | | |
|-----|---|----|
| 3.3 | Transport Planning | 24 |
| | - SP3 Strategic Transport Planning Principles | 24 |
| | - PLA5 Development in Transport Corridors | 25 |
| | - PLA6 Development West of the Railway Line, Pencoed | 25 |
| | - PLA7 Transportation Proposals | 26 |
| | - PLA8 Development-Led Improvements to the Transportation Network | 28 |
| | - PLA9 Development affecting Public Rights of Way | 29 |
| | - PLA10 Safeguarding of Disused Railway Infrastructure | 29 |
| | - PLA11 Parking Standards | 29 |

4. PROTECTING AND ENHANCING THE ENVIRONMENT Page...

| | | |
|-----|---|----|
| 4.1 | Natural Environment | 31 |
| | - SP4 Conservation and Enhancement of the Natural Environment | 31 |
| | - ENV1 Development in the Countryside | 32 |
| | - ENV2 Development in Green Wedges | 33 |
| | - ENV3 Special Landscape Areas | 33 |
| | - ENV4 Local/Regional Nature Conservation Sites | 34 |
| | - ENV5 Green Infrastructure | 34 |
| | - ENV6 Nature Conservation | 35 |
| | - ENV7 Natural Resource Protection and Public Health | 36 |
| 4.2 | Built and Historic Environment | 36 |
| | - SP5 Conservation of the Built and Historic Environment | 36 |
| | - ENV8 Heritage Assets and Regeneration | 37 |
| 4.3 | Minerals | 38 |
| | - SP6 Minerals | 38 |
| | - ENV9 Development in Mineral Safeguarding Areas | 39 |
| | - ENV10 Development within Mineral Buffer Zones | 39 |
| | - ENV11 Mineral Development | 39 |
| | - ENV12 Coal Extraction Operations | 40 |
| 4.4 | Unstable Land | 40 |
| | - ENV13 Unstable Land | 40 |
| 4.5 | Waste Management | 41 |
| | - SP7 Waste Management | 41 |
| | - ENV14 Inert Waste | 41 |
| | - ENV15 Waste Management in New Development | 42 |
| | - ENV16 Commercial and Industrial Waste | 42 |
| 4.6 | Energy Generation, Efficiency and Conservation | 42 |
| | - SP8 Renewable Energy | 42 |
| | - ENV17 Renewable Energy and Low/Zero Carbon Technology | 43 |
| | - ENV18 Renewable Energy Developments | 43 |

(continued over)

CONTENTS

5. TO SPREAD PROSPERITY & OPPORTUNITY THROUGH REGENERATION *Page...*

| | | |
|---------|---|----|
| 5.1 | Employment and the Economy | 45 |
| - SP9 | Employment and the Economy | 45 |
| - REG1 | Employment Sites | 46 |
| - REG2 | Protection of Identified Employment Sites | 47 |
| - REG3 | D2 Class Uses on Employment Sites | 47 |
| - REG4 | Former Stormy Down Airfield | 48 |
| 5.2 | Commercial and Retailing Developments | 48 |
| - SP10 | Retail and Commercial Hierarchy | 48 |
| - REG5 | Local Retailing and Commercial Development | 49 |
| - REG6 | Primary Shopping Frontages | 50 |
| - REG7 | Non A1, A2 and A3 Uses Outside of Primary Shopping Areas | 50 |
| - REG8 | Control and Exclusion of Uses in Retailing and Commercial Centres | 51 |
| - REG9 | Retail and Commercial Development Sites | 51 |
| - REG10 | Existing Out of Centre Retail Development | 52 |
| - REG11 | New Bulky Goods Out of Centre Retail Development Sites | 52 |
| 5.3 | Tourism | 53 |
| - SP11 | Tourism | 53 |
| - REG12 | New or Extended Tourist Accommodation, Facilities and Attractions | 53 |
| - REG13 | Protection of Existing Tourist Accommodation | 54 |

6. TO CREATE SAFE, HEALTHY & INCLUSIVE COMMUNITIES *Page...*

| | | |
|---------|--|----|
| 6.1 | Housing | 55 |
| - SP12 | Housing | 55 |
| - COM1 | Residential Allocations in the Strategic Regeneration Growth Areas | 56 |
| - COM2 | Residential Allocations Outside the Strategic Regeneration Growth Areas | 57 |
| - COM3 | Residential Re-Use of a Building or Land | 58 |
| - COM4 | Residential Density | 58 |
| - COM5 | Affordable Housing | 59 |
| - COM6 | Gypsy and Traveller Sites | 60 |
| 6.2 | Social and Community Facilities | 60 |
| - SP13 | Social and Community Facilities | 60 |
| - COM7 | Protection of Social and Community Facilities | 61 |
| - COM8 | Provision of Health and Well-Being Facilities | 61 |
| - COM9 | Provision of Community Buildings | 61 |
| - COM10 | Provision of Educational and Training Facilities | 62 |
| - COM11 | Provision of Outdoor Recreation Facilities | 62 |
| - COM12 | Provision of Playing Fields | 63 |
| - COM13 | Provision of Accessible Natural Greenspace (including public open space) | 63 |
| - COM14 | Provision of Allotments and Community Food Networks | 64 |
| - COM15 | Provision of Cemeteries | 64 |
| 6.3 | Infrastructure | 65 |
| - SP14 | Infrastrucure | 65 |

7. MONITORING & REVIEW *Pages 67-76*

8. SUPPLEMENTARY PLANNING GUIDANCE *Pages 77-78*

9. DELIVERY & IMPLEMENTATION *Pages 79-96*

APPENDICES *Page...*

| | | |
|--------------|--|-----|
| Appendix 1 - | Descriptions of Regeneration and Mixed Use Schemes allocated under Policy PLA3 | 97 |
| Appendix 2 - | Details of the Transport Corridors in PLA5 | 101 |
| Appendix 3 - | Employment Land Schedule | 105 |

GLOSSARY OF TERMS & ABBREVIATIONS *Pages 109-114*

PROPOSALS MAP *Page...*

| | |
|---------------------------------|-----------|
| Proposals Map Index | Map Index |
| Proposals Map Key | Map Key |
| Proposals Map | 1-31 |
| Maesteg Town Centre Inset Map | 32-33 |
| Bridgend Town Centre Inset Map | 34-35 |
| Porthcawl Town Centre Inset Map | 36-37 |

Introduction & Background

1.1 Introduction

1.1.1 The Planning and Compulsory Purchase Act 2004 requires Bridgend County Borough Council (the Council) to prepare a Local Development Plan (LDP) setting out its objectives for the development and use of land in Bridgend County Borough over the plan period to 2021, and its policies to implement them. The Plan will be used by the Council to guide and manage development, providing a basis for consistent and appropriate decision-making.

1.1.2 The LDP should:

- deliver sustainable development;
- build upon, and add value to the Wales Spatial Plan, and have regard to the national planning policies and guidance produced by the Welsh Government;
- reflect local aspirations for the County Borough, based on a vision agreed by the local community and other stakeholders;
- provide a basis for rational and consistent development management decisions;
- guide growth and change, while protecting local diversity, character, and sensitive environments; and
- show why, how and where change will occur over the plan period.

1.1.3 The LDP is one of four key strategies that Local Authorities in Wales have to prepare. The other three are:

- The Community Strategy
- The Children and Young People's Plan
- The Health, Social Care and Wellbeing Strategy

1.1.4 The LDP is a key means of delivering the land use elements of these and other strategies.

1.2 Format of the Document

1.2.1 Chapter 1 sets out the role and purpose of the LDP together with a brief summary of the Plan preparation process. It also outlines the processes of Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) which underpin the LDP. It highlights and summarises the Plan's relationship with other policies, plans and programmes.



INTRODUCTION & BACKGROUND

1.2.2 The chapter also identifies the key environmental, social and economic issues for the County Borough that have been identified through consultation and the analysis of the evidence base. Only those issues that are capable of being influenced or addressed through the LDP have been included.

1.2.3 Chapter 2 sets out the Vision together with four strategic objectives that have been identified for Bridgend County Borough to provide an expression of the priorities for the LDP. Each strategic objective is supported by a range of specific objectives. In combination these seek to address Bridgend's distinctive environmental, social and economic characteristics and maximise available land-use opportunities in a way that complements the priorities of the Council's Community Strategy.

1.2.4 This chapter proceeds to set out the LDP Strategy and how this works on the ground to guide future development and land use in the County Borough during the plan period. It identifies the four Strategic Regeneration Growth Areas (SRGAs) and other strategic elements including four Strategic Employment Sites which are crucial to the implementation of the strategy. A description of how these elements link together to deliver the vision and objectives of the Plan is also included.

1.2.5 Chapters 3 – 6 are based on the four strategic objectives and associated strategic policies which contain general criteria against which planning proposals will be considered having regard to the LDP's Vision, strategic objectives and specific objectives. Each of the strategic policies is supported by a specific justification for its formulation. Each of the chapters include detailed Borough-wide, area specific and topic/criteria-based policies that are grouped together to complement the strategic policies and strategic objectives.

1.2.6 Area specific policies help deliver the LDP's Strategy on the ground and include specific land use allocations on the LDP Proposals Map. Topic/criteria-based policies set out the framework for assessing any future proposals. In order to avoid repeating national guidance the number of criteria based policies has been kept to a minimum. Each policy is supported by a specific justification and appropriate cross-referencing where necessary.

1.2.7 Chapter 7 outlines the detailed monitoring framework for the Plan. It sets out monitoring targets and indicators that are to be used as a basis for assessing the effectiveness of the Plan during future implementation.

1.2.8 Chapter 8 outlines the Supplementary Planning Guidance (SPG) which has been or will be produced to supplement and expand upon the relevant policies in the LDP.

1.2.9 Chapter 9 focuses on the delivery and implementation of the land use allocations contained in the plan and provides an indication of when the proposed development will start in respect of the plan period.

1.2.10 The Proposals Map shows, on an Ordinance Survey Map base, the geographical location and extent of the various land use allocations and designations in the Plan.

1.2.11 A range of **Supporting Documentation** has been prepared to complement and support the policies and proposals of the Plan. These include:

- Sustainability Appraisal / Strategic Environmental Assessment Report (SA/SEA Report);
- Habitats Regulations Assessment Screening Report;
- Consultation Report;
- Background Papers.

1.3 Local Development Plan Process

1.3.1 The LDP process is divided into 7 main stages:

1. Review and Development of an Evidence Base;
2. Delivery Agreement;
3. Pre-Deposit Plan Preparation;
4. Deposit Plan;
5. Submission and Examination;
6. Inspectors Report of Findings; and
7. Adoption.

1.3.2 As an adopted plan, the Council is required to prepare an Annual Monitoring Report (AMR) for consideration by the Welsh Government.

1.3.3 In addition to fulfilling each of the stages in the plan making process the Council is also required to assess the environmental and sustainability aspects of the LDP. This has been achieved by the following.

The Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) Process

1.3.4 The LDP has been the subject to Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) as required by the Planning and Compulsory Purchase Act 2004 and the SEA Regulations. These are tools to ensure that policies in the LDP deliver sustainable development which is a fundamental purpose of the plan and take into account any significant effects

on the environment. The Council has adopted an integrated approach to appraisal and assessment in which economic and social issues have been considered alongside environmental elements.

1.3.5 The SA incorporating the SEA has been an iterative process throughout the Plan preparation process and policies and proposals in the LDP reflects this.

The Habitats Regulations Assessment (HRA)

1.3.6 The Council has also undertaken a HRA of the LDP. The HRA determines the likely significant effects of the Plan on European Sites of nature conservation importance and, if applicable, scope what needs "appropriate assessment" (AA) and how it will be undertaken. In summary, this report made a detailed assessment of the likelihood of significant impact of LDP policies on 10 international sites in and around Bridgend County Borough. The HRA concluded that although some land-use policies may need to mitigate against potential adverse impacts, none were considered likely to have a significant effect either alone or in combination with other plans, projects or programmes.

1.4 The Area Covered by the LDP

1.4.1 The LDP covers the whole of the County Borough of Bridgend. The County Borough is a Unitary Authority and lies at the geographical heart of South Wales. It is bordered by Neath Port Talbot County Borough to the west and north, Rhondda Cynon Taf County Borough to the north and north east, and by the Vale of Glamorgan Council to the east. It has an area of about 25,500ha, and has a population of approximately 134,200 according to the 2009 Mid Year Population Estimate.

1.4.2 The County Borough extends approximately 20km from east to west, encompassing the Ogmore, Garw and Llynfi valleys to the north, and bordering the Bristol Channel to the south. The main settlements are the towns of Bridgend and Maesteg and the seaside resort of Porthcawl. Bridgend is the largest of these settlements and is the administrative centre for the area.

1.4.3 The County Borough has an excellent transportation infrastructure with the M4 motorway traversing the southern part of the County Borough in an east-west alignment, providing fast road access to Cardiff, Swansea, the rest of South Wales and beyond. Additionally, an inter-city high speed rail service linking the area with the whole of the national rail network provides fast and efficient rail transport, whilst Cardiff-Wales Airport is only 19 kilometres away.

1.4.4 A comprehensive review of the spatial context of the County Borough is set out in Background Paper 1: The National, Regional and Local Context.

1.5 The National, Regional and Local Policy Context

1.5.1 The LDP is one of a range of national, regional and local plans, strategies and policy statements that provides the framework for planning in the County Borough.

1.5.2 The Planning and Compulsory Purchase Act 2004 requires the Council to prepare an LDP and, in so doing, to have regard to its Community Strategy and national policy, including the Wales Spatial Plan (WSP). The LDP Regulations prescribe that LDPs must have regard to the Waste Strategy for Wales and Regional Waste Plans, Regional Transport Plan and Local Housing Strategies. The LDP must have regard to this policy framework to pass the tests of soundness.

1.5.3 The national, regional and local policy framework that has helped inform the Plan is detailed in Background Paper 1 and summarised below:

- Planning Policy Wales;
- Minerals Planning Policy Wales;
- Technical Advice Notes;
- Minerals Technical Advice Notes;
- The Wales Spatial Plan Update: People, Places, Futures (July 2008);
- Environment Strategy for Wales;
- Regional Technical Statement for Aggregates;
- South West Wales Regional Waste Plan;
- South East Wales Regional Transport Plan;
- Bright Futures – A Community Strategy for Bridgend County ;
- Bridgend County Borough Council Corporate Improvement Plan
- *Fit for the Future*, Bridgend County Borough's Regeneration Strategy;
- The Bridgend Health, Social Care & Wellbeing Strategy;
- Bridgend County Children and Young People's Plan;
- Bridgend Local Housing Strategy;
- Bridgend Sustainable Economic Regeneration Strategy and Action Plan;
- Never Too Old – Joint Strategy for Older People Living in Bridgend County Borough;
- Bridgend County Borough Tourism Strategy;
- Bridgend Community Safety Partnership Crime and Disorder Strategy;
- Bridgend Local Health Board Primary Care Estates Strategy;
- Local Biodiversity Action Plan;

- The Revised Countryside Strategy for Bridgend;
- Swansea Bay Shoreline Management Plan;
- Communities First Action Plans;
- Bridgend County Borough Walking and Cycling Strategy.

1.6 Key Issues in Bridgend County Borough

1.6.1 The key issues identified through the LDP preparation process have directly informed the development of the LDP Vision, Objectives and Strategy. The key issues set out in this section have been identified following:

- A review of baseline social, economic and environmental information;
- The results of consultation;
- Sustainability Appraisal / Strategic Environmental Assessment.

1.6.2 The review of the available data supports the issues identified through the pre-deposit consultation process and SA/SEA. The analysis provides a clear picture of the social, economic and environmental issues which need to be addressed through the LDP process. The key needs and issues identified are as follows:

The Key National and Regional Needs and Issues:

1.6.3 Having taken into account the relevant national and regional policy context, the following needs and issues (prefixed by NR) have been identified which have strategic land-use implications for the Bridgend LDP:

NR 1 Recognition that Bridgend, Maesteg and Porthcawl-Pyle act as hubs for services, employment, housing and retail developments, whose success will spread prosperity to their surrounding communities.

NR 2 Bridgend in particular, building on its existing status as the major service centre for the Llynfi, Ogmored and Garw Valleys, should seek to perform a greater sub-regional role as an employment and service centre to reduce the overall need to travel.

NR 3 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.

NR 4 The valleys, whilst facing economic and social challenges should aim to become attractive yet affordable places containing a mix and balance of housing with sustainable transport links to the larger settlements to access jobs and services.

NR 5 In acknowledging that the topography of the northern part of the County Borough lends itself to making a contribution towards wind-powered renewable energy targets, the LDP will need to designate locally-refined Strategic Search Areas, whereas the remainder of the County Borough will have a role to play in contributing to the aims of the Renewable Energy Route Map for Wales.

NR 6 Bridgend County Borough should support the less prosperous parts of South East Wales by maintaining a long term local supply of land for employment which is well located and accessible, realistic and deliverable and offers sufficient diversity of choice.

NR 7 The LDP should identify and safeguard the appropriate amount of aggregates and coal reserves as identified in the Regional Technical Statement for Aggregates and national minerals technical guidance.

The Key Local Needs and Issues

1.6.4 Having taken into account the Local Spatial and Policy Context, and a general review of baseline information, the following key local needs and issues (prefixed with LS) have been identified as having strategic land-use implications for the Bridgend LDP:

Environmental Issues

LS 1 The County Borough contains nationally, regionally and locally important landscapes and coastal scenery and a wide range of biodiversity and nature conservation interests which require identification and protection in the LDP.

LS 2 The rich built heritage and historic environment of the County Borough requires protection in the LDP.

LS 3 The three Valley areas are under increasing pressure from proposed wind farm developments.

LS 4 Significant areas along all the main rivers and watercourses of the County Borough are identified as being at risk of flooding. The existing urban areas of Aberkenfig and Pencoed are highly constrained by flood plains. There is also a risk of tidal flooding and storm surges in parts of Porthcawl and along the coast.

LS 5 Many of the County Borough's stretches of river are at risk of having poor water quality through 'point source pollution'.

INTRODUCTION & BACKGROUND

LS 6 There is a risk of poor air quality along the M4 corridor where it crosses the County Borough.

LS 7 Parts of the highway network experience congestion especially at peak times with corresponding impact on road safety.

LS 8 No significant landfill capacity currently exists for waste disposal in the County Borough. Appropriate sites for new waste processing facilities to meet both local and regional needs for the future will require identification in the LDP.

Social Issues

LS 9 Housing choice in the Garw and Ogmore valleys is limited.

LS 10 The estimated annual need for affordable housing in the County Borough far exceeds the average annual level of general housing completions. In the three valleys and Porthcawl there has been minimal provision of affordable housing.

LS 11 There is a shortfall in the provision of extra care housing and of smaller dwellings and in particular two bedroom properties, in both the affordable and general purpose housing markets across the County Borough.

LS 12 Many parts of the County Borough, especially in the Valley communities, are among the most deprived areas of Wales, with low levels of access to facilities and services particularly for children, young and older people.

LS 13 The Valleys Gateway is geographically central to the County Borough and easily accessible, and is therefore the preferred location for many facilities that can serve a much wider catchment.

LS 14 There are deficiencies in Outdoor Sport, Children's Playing Space, accessible natural open space and allotment provision within the County Borough, particularly in the large urban centres.

Economic Issues

LS 15 The Porthcawl Regeneration Strategy will need to be delivered to revitalise the town as a premier seaside resort.

LS 16 The economy of Bridgend County Borough is more reliant on the manufacturing sector than Wales as a whole.

LS 17 There is a mismatch in the current location of employment sites in the County Borough and the areas of higher deprivation especially in the Valleys.

LS 18 There is a shortage of general employment land in Porthcawl, and the Valleys.

LS 19 Bridgend town centre is currently under-performing in its role as a sub regional centre and needs to attract further retail investment. There is also a lack of major retailer representation in Porthcawl.

LS 20 In the three Valley areas and Pyle - Kenfig Hill, the district centres are dispersed over a wide area containing a high percentage of residential units with sometimes no identifiable core area of activity which is leading them to the point of terminal decline.

LS 21 There is a need to build on the success of smaller retail areas at the neighbourhood or community level of provision especially where these can be co-ordinated with co-located social, educational and community facilities.

LS 22 The majority of visitors to the County Borough only stay for one day and only a small percentage stay in serviced accommodation. The varied landscape together with the natural, historic and built environment of the County Borough presents numerous opportunities for tourism related developments.

1.7 Translating the Issues - Strategy Development

1.7.1 The LDP seeks to resolve and, where appropriate, address the above issues through policies and effective monitoring, assisted by national planning policy where appropriate.

1.7.2 The settlement of **Bridgend** has and will increasingly play a significant role in the delivery of higher level services to the sub region, as well as being a sustainable location within which to focus development where such services can be readily accessed without the need to travel.

1.7.3 **Maesteg, Porthcawl** and the combined settlements of the **Valleys Gateway** also play a strategic role within the County Borough as focus points for services, transport and community activity. Porthcawl equally plays an important role as a leisure and tourism destination and this will be enhanced in the future.

1.7.4 The **Valleys** communities themselves consist of a large number of individual communities with strong local characteristics which have faced, and will continue to face, challenging times. Through continued initiatives and building on their strong sense of community, these areas will be assisted to become more economically resilient, and environmentally and socially

regenerated to provide appropriate facilities and services for the local community whilst welcoming visitors to enjoy the exceptional scenery, fascinating history, and various activities the areas have to offer.

1.7.5 The LDP needs to ensure that these **places** are fit for the purpose of delivering the services and facilities that are required to meet their own needs and that of their hinterlands and surrounding communities. In accessing these, the LDP should seek to ensure that all areas are well served by public transport.

1.7.6 The **environment** has also emerged as a strong theme. This includes preserving the natural and historic beauty of the County Borough in its rural, urban and coastal forms. This environment has been and will continue to be used by man to the benefit of energy and resource generation. However it also has been abused in the past in terms of contamination and pollution. The LDP will need to ensure that these issues are tackled whilst sustainably managing the environment to harness its potential.

1.7.7 Many areas of the County Borough are subject to ongoing **regeneration** strategies, plans and projects. The LDP will therefore need to ensure that the economic decline experienced in some areas is addressed by providing appropriately located land and premises to accommodate new and expanded businesses. Retailing and commercial centres at all levels will need to provide appropriate ranges of services and facilities. The 3 main town centres of the County Borough are the main focus for business and commercial activity and will need to ensure the services they provide are befitting of their role in the regional hierarchy. Bridgend town centre in particular will need to play an enhanced role to that which it has previously played.

1.7.8 The **communities** of the County Borough will need to have an appropriate range of housing which collectively meets the needs of the projected population of the area by 2021. In meeting these requirements the LDP will also need to ensure that the residents of these new and existing communities have access to, and be adequately served by, an appropriate range of services and community facilities including recreation, leisure, health and education.

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Local Development Plan Strategy

2.1 Local Development Plan Vision

2.1.1 This section sets out the **LDP Vision for 2021** – what the LDP is working towards - and the **Objectives** - how the Vision will be achieved.

2.1.2 *LDP Wales* advises that, in preparing an over-arching Vision for the LDP, authorities should incorporate the land-use aspects of their Community Strategy which may include identifying priority actions.

2.1.3 The *LDP Manual* states that where that over-arching document is of limited spatial relevance the LPA will need to generate a spatial vision for the LDP.

2.1.4 The LDP Vision has therefore been developed to take into account the Community Strategy together with the specific spatial characteristics and key issues affecting the County Borough.

THE LDP VISION

By 2021, Bridgend County Borough will be transformed to become a sustainable, safe, healthy and inclusive network of communities comprising strong, interdependent and connected settlements that can offer opportunities, an improved quality of life and environment for all people living, working, visiting and relaxing in the area.

The catalysts for this transformation will be:

- *a successful regional employment, commercial and service centre in Bridgend;*
- *a vibrant waterfront and tourist destination in Porthcawl;*
- *a revitalised Maesteg;*
- *a realisation of the strategic potential of the Valleys Gateway; and*
- *thriving Valley communities.*

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
2

Page
5

2.2 Local Development Plan Objectives

2.2.1 The LDP Vision will be delivered through four strategic LDP objectives which seek to address the national, regional and local issues facing the County Borough. These four strategic objectives are at the centre of the LDP and form the basis for its policy development. They are:

1. To produce high quality sustainable **Places**.
2. To protect and enhance the **Environment**.
3. To spread prosperity and opportunity through **Regeneration**.
4. To create safe, healthy and inclusive **Communities**.

2.2.2 In formulating the 4 strategic objectives for the LDP the following specific objectives have been identified:

| 1 To produce high quality sustainable Places 1 | |
|--|---|
| National Regional Issues: | NR1, NR2, NR3, NR5, NR5, NR6 |
| Local and Sub Area Issues: | LS3, LS4, LS6, LS7, LS9, LS10, LS12, LS13, LS15, LS18, LS19, LS20 |
| OBJ 1a | To promote Bridgend as the key principal settlement of the County Borough where major employment, commercial and residential development is focused. (NR1, NR2, NR6, LS19) |
| OBJ 1b | To revitalise Maesteg by recognising its role as the principal settlement serving the Llynfi Valley which has the potential capacity and infrastructure to accommodate future growth. (NR1, NR4, LS3, LS10, LS12, LS18, LS20) |
| OBJ 1c | To realise the potential of Porthcawl as a premier seaside and tourist destination which capitalises on the regeneration of its waterfront. (NR1, NR3, LS10, LS15, LS18, LS19) |
| OBJ 1d | To recognise the strategic potential of the Valleys Gateway to provide for future development and facilities serving the whole of the County Borough. (LS4, LS6, LS13) |
| OBJ 1e | To promote sustainable and attractive valley settlements with improved access to jobs and services. (NR4, NR5, LS3, LS9, LS10, LS12, LS18, LS20) |
| OBJ 1f | To reduce traffic growth, congestion and commuting levels whilst promoting the safe and efficient use of the transport network. (LS6, LS7) |
| OBJ1g | To support integrated transport solutions and measures that will encourage modal shift to more sustainable forms of transport for people and freight. (LS6, LS7) |

| 2 To protect and enhance the Environment 2 | |
|--|--|
| National Regional Issues: | NR5, NR7 |
| Local and Sub Area Issues: | LS1, LS2, LS3, LS4, LS5, LS6, LS7, LS8 |
| OBJ 2a | To promote, conserve and enhance the natural, historic and built environment of the County Borough. (NR5, LS1, LS2, LS3, LS4, LS5, LS6) |
| OBJ 2b | To safeguard the quality of water, air and soil and tackle all sources of pollution. (LS5, LS6, LS7) |
| OBJ 2c | To manage development in order to avoid or minimise the risk and fear of flooding and enable and improve the functionality of floodplains. (LS4) |
| OBJ 2d | To meet the Council's regional and local commitments for mineral resources, waste management and waste disposal. (NR7, LS8) |
| OBJ 2e | To contribute towards the energy needs of Wales with a focus on the promotion of renewable energy. (NR5, LS3) |

3 To spread prosperity through Regeneration 3

| | |
|----------------------------|--|
| National Regional Issues: | NR1, NR2, NR3, NR4, NR6 |
| Local and Sub Area Issues: | LS15, LS16, LS17, LS18, LS19, LS20, LS21, LS22 |

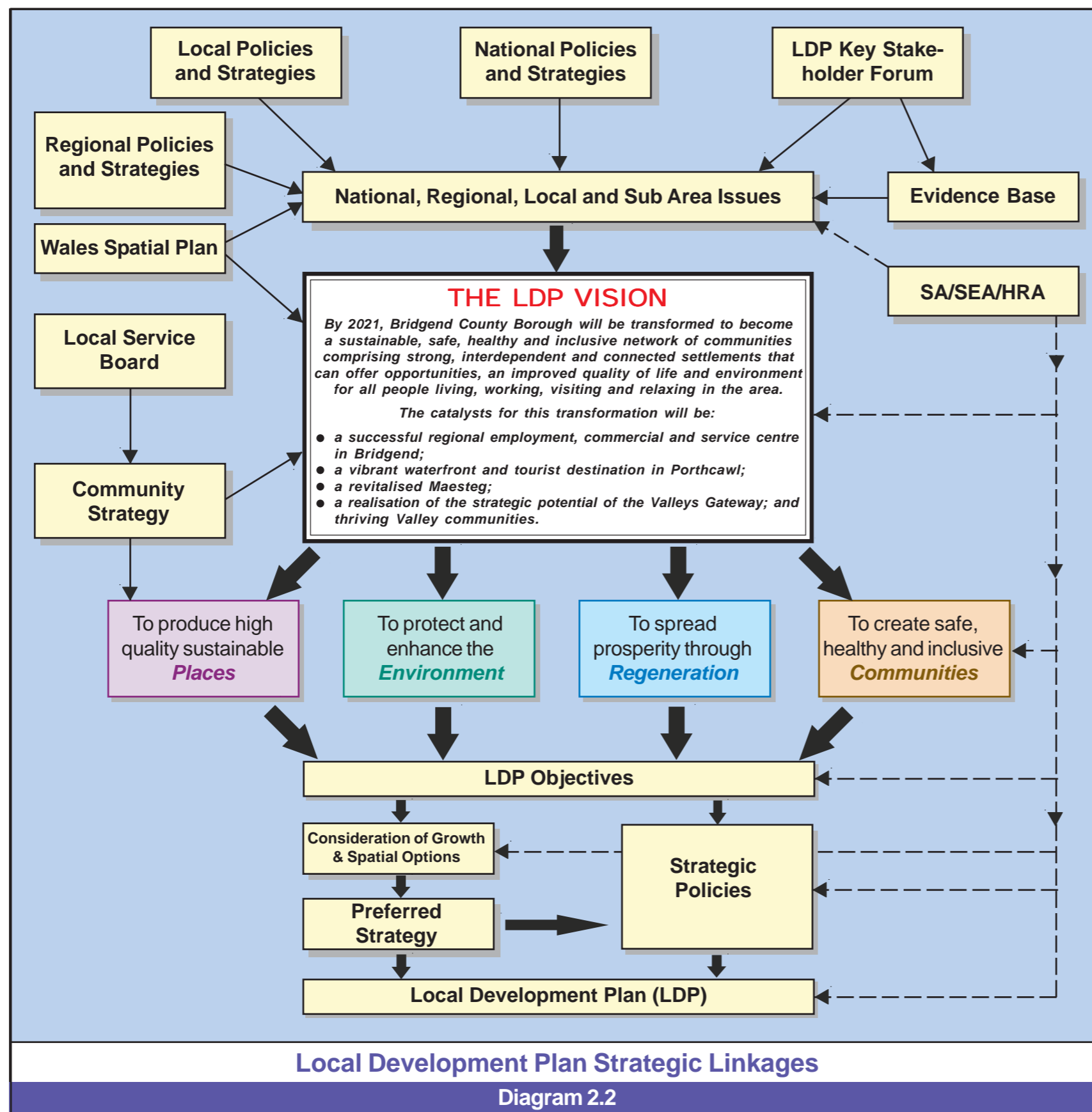
- OBJ 3a** To build a more diverse, dynamic and self reliant economy and business environment. (NR1, NR2, NR6, LS16, LS17, LS18)
- OBJ 3b** To provide a realistic level and variety of employment land to facilitate the delivery of high quality work-spaces and job opportunities. (NR1, NR2, LNR6, LS16, LS17, LS18)
- OBJ 3c** To bring the benefits of regeneration to the valley communities by directing new development to those areas at a scale which acknowledges their geographical constraints and infrastructure capacity. (NR4, LS9, LS17, LS18, LS20)
- OBJ 3d** To capitalise upon the environmental assets and tourism potential of Porthcawl to encourage people to visit and stay in the County Borough. (NR3, LS15, LS18, LS19, LS22)
- OBJ 3e** To enable Bridgend Town to become an attractive and successful regional retail and commercial destination which meets the needs of its catchment. (NR1, NR2, LS19)
- OBJ 3f** To support realistic and viable town and district centres in the County Borough which are attractive and economically successful. (LS19, LS20)
- OBJ 3g** To protect and promote the role of smaller shopping centres and freestanding local shops in the County Borough. (LS21)

4 To create safe, healthy and inclusive Communities 4

| | |
|----------------------------|--|
| National Regional Issues: | NR1, NR4, NR6 |
| Local and Sub Area Issues: | LS10, LS11, LS12, LS13, LS14, LS17, LS21 |

- OBJ 4a** To provide a land use framework that recognises the needs of deprived areas within the County Borough, which affords those communities the opportunities to tackle the sources of their deprivation. (NR4, NR6, LS12, LS17)
- OBJ 4b** To ensure that there is equality of access to community services for all sectors of the community, addressing the particular needs of children, young, older people and the less able. (LS12, LS13, LS14)
- OBJ 4c** To deliver the level and type of residential development to meet the identified needs of the County Borough ensuring that a significant proportion is affordable and accessible to all. (NR1, NR4, LS9, LS10, LS11)
- OBJ 4d** To provide for the required quantity and range of accessible leisure, recreational, health, social and community facilities throughout the County Borough. (LS14, LS21)

2.2.3 Diagram 2.2 highlights the linkages between the various stakeholders, data sources and policy documents which have assisted in identifying the issues facing the County Borough for the LDP as well as formulating the vision, objectives and Strategy contained in the plan.



2.3 The LDP Strategy

2.3.1 This section sets out the LDP Strategy (including the Strategic Diagram). The LDP Strategy, which includes the Strategic Policies, provides the core framework to meet the development needs of the County Borough, and is the tool which the Council will use to achieve the LDP Vision and Strategic Objectives. The strategy has been derived having regard to the national, regional and local policy context as well as social, economic and environmental factors.

2.3.2 In order to achieve the Vision and Objectives of the LDP the Council will follow a **Regeneration-Led Spatial Strategy** that incorporates a level of growth for the County Borough which broadly balances the housing and social needs of the existing and future population with that of the economy and the environment.

What is the Regeneration-Led Spatial Strategy?

2.3.3 'Regeneration' in the context of the LDP's **Regeneration-Led Spatial Strategy**, is defined as an overarching and balanced process that delivers investment and opportunity to areas and communities within the County Borough of previous or current decline, to improve their physical, economic and social fabric.

2.3.4 In the context of the County Borough, regeneration needs and priorities relate to the development of specific sites that are key to the success of the County Borough, including those that are in need of redevelopment and investment, and sustaining wider communities that are in particular need of regeneration and growth to stem acknowledged and continuing decline.

2.3.5 The **Regeneration-Led Spatial Strategy** puts in place a policy framework that can best deliver the regeneration needs of the County Borough in order for it to prosper and fully realise its potential.

2.3.6 The LDP Strategy has been developed to provide a land use framework, which will help realise the regeneration aspirations and priorities of the Council, and will make the most meaningful contribution with respect to securing social, environmental and economic benefits for the communities of the County Borough.

2.3.7 In recognition of the regeneration needs and priorities of the County Borough, the Council already has in place and is developing a range of site-specific and area based Strategies, Programmes and initiatives (Diagram 2.3). One of the main functions of the LDP Regeneration-Led Strategy is to help deliver these identified priorities and needs, where they have land-use implications and requirements.

Focused Regeneration

2.3.8 The regeneration-related activities in the County Borough are widespread and the deliverability of some of these could be enhanced and secured in whole or in part by directing new development to specific areas. Taking into account the spatial distribution of regeneration activities and needs, development is directed to settlements and parts of the County Borough which will benefit the most and where there are opportunities for securing the greatest positive impacts and benefits of growth.

2.3.9 In line with the above, **four Strategic Regeneration Growth Areas (SRGAs)** at:

- Bridgend;
- Porthcawl;
- Maesteg and the Llynfi Valley; and
- The Valleys Gateway

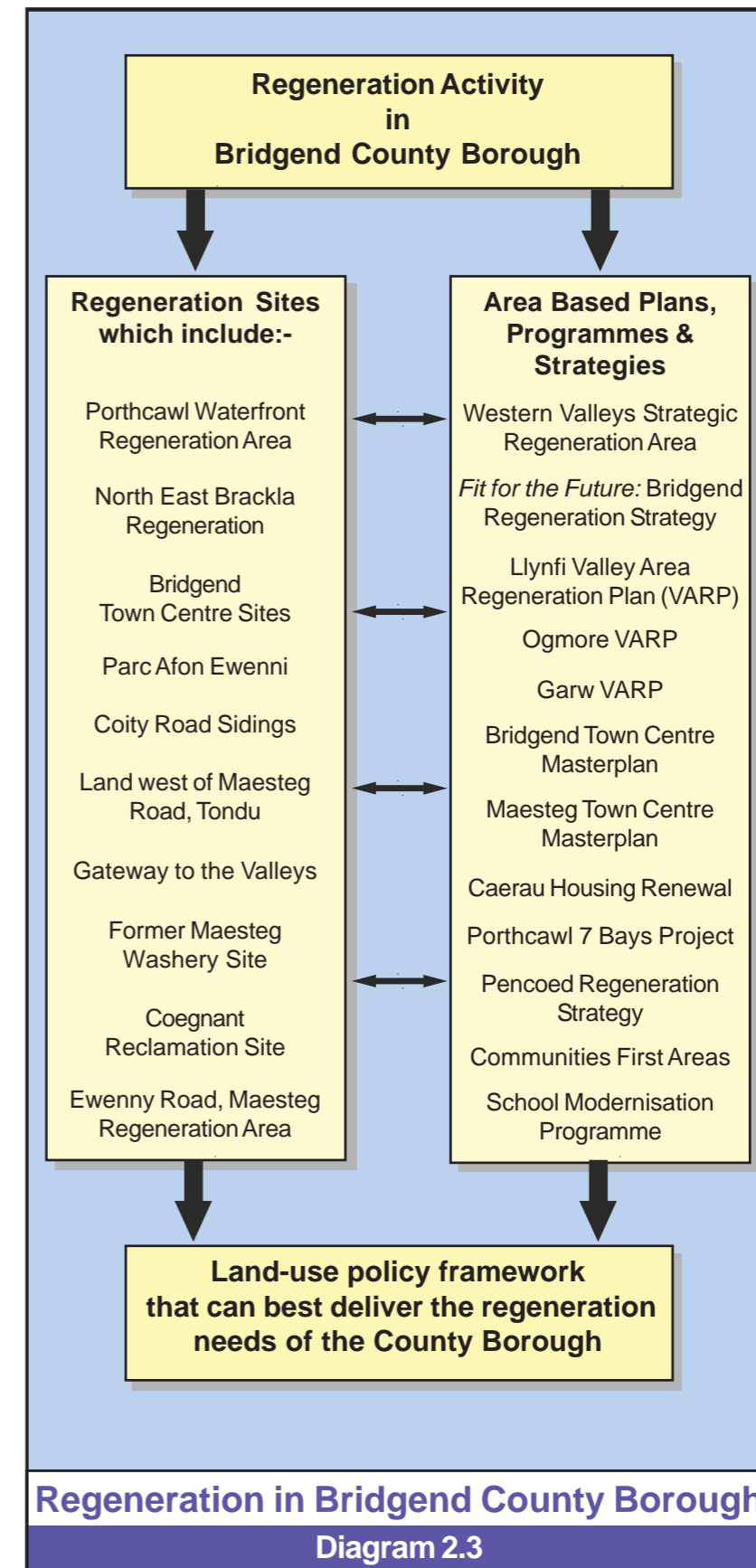
together with **four Strategic Employment Sites** at:

- Brocastle, Waterton, Bridgend
- Island Farm, Bridgend
- Pencoed Technology Park, Pencoed
- Ty Draw Farm, North Cornelly

have been identified which, collectively, will deliver a range of mixed-use developments and facilities, the implementation of which will contribute significantly to fulfilling the LDP Vision and its Objectives.

2.3.10 Within these areas there are individual sites which may already have the benefit of planning permission or are the subject of a development briefs or master planning exercises to facilitate delivery and their regeneration. A substantial number of these sites are brownfield in character or under-utilised in their present capacity. The reuse of brownfield and under-utilised land in this way is viewed by the government as a key to creating a more sustainable pattern of development. The government supports the concentration of development for uses which generate a large number of trips in locations supported by good public transport facilities. Therefore the overall preference of the LDP Strategy is for the development of land within urban areas, especially on previously developed 'brownfield' sites, before considering the development of greenfield sites.

2.3.11 The level of development and growth has taken into account how much development would be required to have a significant regenerative effect, the availability of sites for development in that area, existing settlement patterns, having regard to the social and economic function and identity of settlements.



Benefits of Growth

2.3.12 Focusing housing, retailing and employment growth in the four SRGAs enables economic benefits to be felt across the County Borough, whilst protecting the social and environmental qualities of communities; the concept enshrined in the Wales Spatial Plan.

2.3.13 The specific benefits to the County Borough have been outlined in the following section. Table 2.3 summarises these.

| Strategic Regeneration Growth Area (SRGA) | | |
|---|---|---|
| (SRGA) | Benefiting | Benefit |
| Bridgend | Whole of County Borough, Sub Region and Pencoed | Increased levels of services and facilities; access to transport, education, sub regional retailing and major employment opportunities |
| Maesteg and Llynfi Valley | Llynfi Valley | Increased levels of local housing, employment and retailing opportunities |
| Valleys Gateway | Ogmore and Garw Valley | Increased access to local housing, education, retail and employment opportunities as well as recreation provision and other social community services |
| Porthcawl | Whole of County Borough and Sub Region | Enhanced tourism and leisure facilities, services and accommodation |
| | North Cornelly/ Pyle/Kenfig Hill | Increased access to local housing and retail opportunities Reciprocal employment benefit to Porthcawl of Strategic Employment Site at Ty Draw Farm |
| Benefits of Growth | | |
| Table 2.3 | | |

Regeneration-Led Spatial Strategy on the Ground

Bridgend and Pencoed

2.3.14 The Regeneration-Led Spatial Strategy places significant emphasis on Bridgend and defines it as the Primary Key Settlement (**PLA1**) of the County Borough, supporting its sub-regional role and its identification in the Wales Spatial Plan as a 'key settlement', serving as the main retail, commercial, service and employment centre for the whole of the County Borough.

2.3.15 Bridgend Town Centre is positioned at the top of the retail and commercial hierarchy of the County Borough and is defined as a Sub-Regional Centre (**SP10**). In terms of its retail, commercial and service role, the Strategy enables the ongoing regeneration of the town centre through continued conservation-led environmental improvements, better accessibility (**PLA7**) with the overall aim of increasing its retail, commercial and leisure offer. This is to be achieved by the identification of key retail and commercial development sites (**REG9**) which are of a scale required to attract significant retail provision in order that the town can cater fully for its catchment and stem the existing leakage of retail expenditure.

2.3.16 The Strategy acknowledges that the success and vibrancy of the town centre also depends on increasing the level of footfall. The Strategy will achieve this by encouraging a mix of uses within the town centre, strengthening its already attractive environmental character, and promoting residential development within walking distance of the town and its facilities. Sites have been identified at Brackla Street (**COM1(11)**), Queen Street (**COM1(14)**), Jubilee Crescent (**COM1(7)**), Cowbridge Road (**COM1(5)**) and Coity Sidings (**COM1(4)**), which as well as allowing for the development of currently underutilised and brownfield sites for beneficial use in their own right, will underpin the vitality and retail-led regeneration of the town centre.

2.3.17 Outside of the town centre the Strategy acknowledges the extent of existing commitments and the significant opportunities that exist on greenfield, large-scale brownfield and under-utilised sites within the wider urban area of Bridgend. These commitments and opportunities will allow the area to grow sustainably in terms of future employment and housing, whilst at the same time protecting the environment, the countryside setting, and the individual identities of the smaller settlements of Laleston, Penyfai, Coity and Coychurch.

2.3.18 In terms of employment, the Strategy allows for Bridgend's strategic locational advantages in terms of accessibility along the M4 corridor to continue to be recognised as an asset to grow jobs and commercial activity. The existing Industrial Estates of Bridgend (**REG1(2)**) and Waterton (**REG1(8)**) will continue to fulfil this wider employment function and be protected from alternative uses whilst further opportunities exist for promoting strategic employment sites at Brocastle (**SP9(1)**) and Island Farm (**SP9(2)**) which will consolidate and provide the opportunity to enhance Bridgend's role as a major focus for employment and new inward investment.

2.3.19 Although not identified as an area of significant growth, **Pencoed** is seen as an important settlement and defined as a Main Settlement in the hierarchy with important retail, community service and employment provision that meets the needs of its population and the surrounding area.

2.3.20 It will benefit from smaller scale proposals and projects being progressed in the Pencoed Regeneration Strategy and Action Plan. The LDP policies and proposals recognise the land-use elements of the projects being brought forward such as the mixed use retail and residential development at the former surgery site (**PLA3(19)**), the new Park and Ride (**PLA7(22)**) and other community and recreation proposals which aim to improve the environment, accessibility and social wellbeing of the community.

2.3.21 Pencoed will continue to benefit from its proximity along the A473 to the significant areas of growth and opportunity identified within Bridgend, especially in terms of access to jobs and higher level services, enabled by its rail access, the M4 and strategic highway improvements along the A473. Also building on Pencoed's direct access to the M4 at Junction 35, the Strategy recognises this locational asset by continuing to identify Pencoed Technology Park (**SP9(3)**) as a Strategic Employment Site, where a significant redevelopment opportunity exists to create a high quality B1 Business Park within part of the under-utilised former Sony factory site, complementing the adjacent employment development in Rhondda Cynon Taf.

Focused Regeneration: Bridgend SRGA

2.3.22 The 'arc' of opportunity defined as the Bridgend Strategic Regeneration Growth Area is primarily focused to the north and east of Bridgend town centre. In the north it encompasses a large-scale, previously committed, but as yet largely undeveloped, residential area at Parc Derwen (**PLA3(1)**), which is located immediately south of Junction 36 of the M4. Parc Derwen will create a sustainable community of approximately 1500 new market and affordable dwellings (**COM1(1)**), a new primary school (**COM10(3)**) with community and recreation facilities, and a new district centre (**REG5(1)**) that will serve the new community and is the subject of an approved Development Brief.

2.3.23 The Strategy also responds to the complex and uncertain needs of the future by introducing greater flexibility on former employment-only sites such as North East Brackla Regeneration Area (**PLA3(2)**), Coity Road Sidings (**PLA3(3)**) and Parc Afon Ewenni (**PLA3(4)**) thereby enabling the market to respond to the changing and challenging economic landscape by identifying a series of mixed-use schemes and development capable of responding flexibly to existing need and future requirements.

2.3.24 The North East Brackla Regeneration Area (**PLA3(2)**), based around the Brackla and Litchard Industrial Estates, provides the focus for an employment-led mixed-use regeneration scheme. This scheme will retain and provide additional jobs and homes and flexible commercial and recreation facilities to serve the new community, the industrial estates, the village of Coity to the north and the existing residential community of Brackla to the south. The development is the subject of a Development Brief, and the LDP will ensure that the site's regeneration comes forward in a comprehensive and phased way which is integrated with surrounding development.

2.3.25 The existing Brackla residential area is also the focus of new investment, in the form of a new Roman Catholic Secondary school (**COM10(6)**) with community facilities (**COM9(5)**) that will serve the surrounding area. Dedicated community changing rooms are being incorporated into the development, so that the sports facilities at the school can be utilised by the community outside of school hours. The adjoining sports fields, which will also be used by the school, are being upgraded as part of the project.

2.3.26 The Strategy recognises the potential to increase accessibility throughout this 'linked' area by means of enhanced walking and cycling routes (**PLA7**) and also by means of a new railway station (**PLA7(17)**) and park and ride facility (**PLA7(20)**) to jointly serve the residential area of Brackla and Bridgend Industrial Estate immediately to the south. This proposal is included in the Regional Transport Plan and will directly link Brackla, a community in excess of 4000 existing homes with Bridgend Industrial Estate (**REG1(2)**), one of the largest industrial estates in South Wales, making it a highly sustainable and accessible destination benefiting the wider region and the County Borough as a whole.

2.3.27 Immediately south and building on the accessibility of Bridgend Industrial Estate, the Strategy focuses on the strategically located site of Parc Afon Ewenni (**PLA3(4)**), a significant brownfield and underutilised employment site which stretches along the A473 corridor from the existing residential community of Waterton in the east to Waterton Roundabout in the west. The small residential area at Waterton is currently isolated within the urban area of Bridgend and lacks any facilities to serve its existing residents. The proposed mixed-use development of the Parc Afon Ewenni Site represents an opportunity to build a viable and more sustainable community by accommodating additional residential development (**COM1(3)**) served by a commercial hub, community and recreation facilities. The Strategy enables the overall regeneration of the Parc Afon Ewenni site to be developed in a phased manner according to a comprehensive but flexible development framework that will deliver future residential, commercial and business space. At its western extent close to Waterton Roundabout a 'landmark' building is envisaged.

2.3.28 The site is located immediately adjacent to the A473 and represents an important gateway to Bridgend from Junction 35 of the M4 and from Cardiff and Cowbridge along the A48. Careful regeneration of this environmentally degraded and under-utilised site has the potential to raise the image of the whole of Bridgend, as well as creating valuable additional jobs, homes and other commercial opportunities in a landscaped and comprehensively developed environment.

Porthcawl and Pyle/North Cornelly/Kenfig Hill

2.3.29 The Regeneration-Led Spatial Strategy will maintain Porthcawl's role as a Main Settlement (**PLA1**) in the County Borough and will allow it to redefine itself as a premier tourist destination. Porthcawl Town Centre (**SP10**) is seen as an integral element in the retail hierarchy, supporting the Sub-Regional Centre of Bridgend, providing an important focus for retailing and services for residents. The Strategy will deliver a more sustainable community that can better serve its immediate catchment and spread the benefits of its tourism-led regeneration to the nearby settlements of Pyle, North and South Cornelly and Kenfig Hill. This is as envisaged in the Wales Spatial Plan, which defines Porthcawl and Pyle/North Cornelly area as a 'linked' key settlement.

2.3.30 As a linked settlement their relationship and benefits of growth are seen as being reciprocal and complementary. Pyle/North Cornelly is the focus of more traditional employment at Village Farm (**REG1 (37)**) and South Cornelly (**REG 1(35)**), serving the western part of the County Borough, and the Strategy will maintain and enhance this function offering scope for further employment provision. The Strategy further develops this 'employment' role by defining Ty Draw Farm (**SP9(4)**) at Pyle, an accessible greenfield site close to Junction 37 of the M4, as a Strategic Employment Site.

2.3.31 The key attractor of Porthcawl is its environment. It is an area of high scenic beauty and biodiversity, enhanced by its coastal location, and characterful town centre and seafront. It offers accessible sandy beaches and surf for active pursuits and a base for touring South Wales. It is therefore important that the Strategy ensures that any development balances the interests of tourism with that of the environment, which is key to the area's success.

2.3.32 The delivery of the Strategy for this area is linked to the wider implementation of the 7 Bays Project. This project relates to an area encompassing a wide coastal belt between Merthyr Mawr Warren to the east, taking in the entire urban area of Porthcawl itself and extending to Kenfig Burrows and the boundary of Bridgend County Borough with that of Neath Port Talbot to the west. It is envisaged that a number of sensitive tourism related projects could be promoted and brought forward by means of a Regeneration Action Plan for the Seven Bays Project Area. The LDP Strategy will ensure that any development outside of the urban area fully respects landscape and biodiversity interests and mitigates any adverse effects, giving proper protection to those highly sensitive areas of international importance.

Focused Regeneration - Porthcawl SRGA

2.3.33 A significant element of the 7 Bays Project and therefore the success of the LDP Strategy for Porthcawl, is dependent on the delivery of the Porthcawl Waterfront Regeneration Area (**PLA3(8)**). This major regeneration project, on the town's waterfront, is the strategic focus of growth and opportunity for Porthcawl. Tourism and leisure related development will provide the main employment opportunities for the local population however the project does not preclude small-scale commercial B1 elements coming forward to provide alternative employment opportunities.

2.3.34 The Porthcawl Waterfront Regeneration Area (**PLA3(8)**) is an extensive brownfield site, of approximately 40 hectares, extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, taking in the former Council owned Sandy Bay caravan site, the fairground and Salt Lake car park and its environs. The regeneration of this area is the subject of adopted Supplementary Planning Guidance, which was approved in 2007. Agreed elements of the regeneration are embodied in the LDP Strategy which seeks to secure a vibrant and distinctive new environment, contributing to an improved perception of Porthcawl as a premier visitor destination and seaside resort. It's aim is to properly integrate new development areas into the town centre and the surrounding urban area and will guide development in a phased approach. The guidance is considered flexible and robust enough to adapt over time to cope with varying market conditions.

2.3.35 The future layout of the development aims to maximise the benefits of its unique seafront location, incorporating views across Sandy Bay, with key focus on the delivery of attractive seafront promenade linking a revitalised harbour with a newly engineered permanent body of water, with increased berthing opportunities, to Rhych Point in the east. The guidance and policies in the LDP will ensure that development is of a high standard of design creating new quality public spaces for fairs, markets and events incorporating formal and informal greenspaces and residential squares.

2.3.36 Crucial to the overall development is the opportunity to provide space for indoor and outdoor leisure activities to promote local employment opportunities by attracting visitors throughout the year, as well as catering for the local community and the leisure needs of residents of Bridgend County Borough as a whole.

2.3.37 The project area overlaps and is closely linked to the town centre, which will continue to benefit from environmental improvements. Links from the town centre will secure improved accessibility and the newly defined retail and commercial area will be the focus of any new retail development. A new foodstore (**REG9(6)**) will link to John Street and the town centre with additional opportunities for other retail units to increase diversity and the viability of the town centre by means of new active retail frontages along Dock Street.

2.3.38 It is important that the Strategy delivers new retail development (**REG9(6)**) in Porthcawl to stem the current leakage of expenditure to Bridgend and to cater adequately for the town's local catchment population and the many day and longer stay visitors from Trecco Bay Caravan Park, which swell the town's population threefold in the summer months.

2.3.39 The provision of 1350 new residential units (**COM1(24)**), incorporating affordable dwellings will enable the delivery of other vital regeneration requirements, including the provision of the necessary flood defences incorporated in the construction of the new promenades, parking, cycling, walking and public transport accessibility proposals, the provision of educational and other key community facilities.

2.3.40 Outside of the Waterfront Regeneration Area but within the Porthcawl SRGA other opportunities exist to broaden the base of the local economy and provide additional homes and facilities to serve the particular characteristics of local residents. The LDP Strategy promotes a mixed-use development at Pwll y Waun (**PLA3(9)**), which will deliver B1 employment (**REG1(15)**) and housing (**COM1(26)**) alongside an area of informal public openspace (**COM13(4)**) to complement and enhance the setting of Pwll y Waun Lake to the benefit of the surrounding community. The bringing forward of the employment aspect of this site is seen as important in the context of Porthcawl, given the general lack of designated employment sites and buildings outside of the tourism industry.

2.3.41 The Strategy also recognises other opportunities at the Albert Edward Prince of Wales Court (**COM1(27)**) and on land to the rear of the Seabank Hotel (**COM1(25)**), which could provide particular niche market housing to cater for the increasingly ageing population of Porthcawl, which because of its 'seaside' location is recognised as an attractive location for retirement.

Maesteg and the Llynfi Valley

2.3.42 Maesteg is the second largest town in the County Borough and defined as a Key Hub settlement in the Wales Spatial Plan.

2.3.43 As a Key Hub Settlement, Maesteg should function as a focus for development benefitting surrounding valley communities and smaller settlements and has been identified as a Main Settlement (PLA1) in the County Boroughs settlement hierarchy. Maesteg should have the ability to grow sustainably, providing increased access to employment opportunities, stimulating housing, retail and tourism related developments, while building on its cultural heritage.

2.3.44 In order to fulfil this role, the LDP Strategy will continue to protect and promote the town centre as an important retail, service and cultural centre, by recognising and building on its ongoing physical regeneration in terms of a phased programme of enhancements to the public realm. Pedestrian, cycling and public transport improvements will be undertaken, to increase the accessibility of the town centre to surrounding communities and visitors. This will lift the town's image and promote private sector confidence, encouraging further investment and helping to realise the area's wider tourism potential.

2.3.45 In strategic terms, accessibility is key to the area's future success. The LDP Strategy proposes a 'transport hub' (**PLA7(19)**) with better integration between the bus and railway stations, improved cycling and pedestrian links and an increase in rail frequency to a half-hourly service between Maesteg, Bridgend and the rest of South Wales, as proposed in the Regional Transport Plan (RTP).

2.3.46 As part of the ongoing improvements to the town centre and the creation of better links to the train station the LDP recognises the proposal to redevelop Maesteg's outdoor market, existing bus station and riverside area (**REG 9(8)**). This proposal will further enhance the town's attractiveness in terms of market trading and tourism. It has the potential to increase footfall around a new public space close to a revitalised Maesteg Town Hall.

2.3.47 The Regeneration-Led Spatial Strategy will secure a sustainable level of growth for Maesteg that will enable it to fulfil its potential as an important service and cultural centre for the whole of the Llynfi Valley by providing new homes, and local job opportunities, including those related to tourism.

2.3.48 In the context of the County Borough, areas of high deprivation are particularly concentrated in the Bridgend Valleys, and in recognition of this, the Llynfi Valley, together with the Ogmere and Garw Valleys have been included in the Welsh Government's Western Valleys Strategic Regeneration Area (WVSRA).

2.3.49 A framework has been developed for the sustainable regeneration of each of Bridgend's three valleys until 2020. This is set out in an integrated Valley Area Regeneration Plan (VARP). The plan identifies many cross-valley projects and initiatives which can be developed locally as well as valley-specific strategies and action plans.

2.3.50 Policies in the LDP are supported by leveraging Western Valleys Strategic Regeneration (WVSRA) funding for specific projects. In addition the Council, as a significant land owner with respect to these key sites, will need to work in partnership with the private and voluntary sector and other key stakeholders to promote and facilitate delivery and maximise external funding opportunities.

2.3.51 Within the context of the Llynfi Valley the land-use implications of the objectives, projects and priorities of the Llynfi Valley Area Regeneration Plan have been translated into appropriate and flexible LDP policies and proposals. As well as promoting Maesteg as a focus of future growth, the LDP recognises the VARP objective of diversifying the local economy by capitalising on its rural surroundings and upland character beyond the built-up areas on the valley floor to grow the tourism industry, promote active lifestyles and promote renewable energy. In terms of tourism, the focus should be on activity-based tourism of cycling and mountain biking. This will be achieved by enhancing the area's links to the Afan Forest Park (**PLA7(1)**), a tourism destination of international importance, in the immediately adjacent administrative area of Neath Port Talbot, as well as linking in to opportunities associated with another of Welsh Government's Regeneration Initiatives the 'Valleys Regional Park'.

2.3.52 Another VARP cross-valley project relates to developing community food networks, and this theme is also supported in the LDP by the designation of the Caerau Market Garden project in Caerau (**COM14(1)**), and policy support for allotment gardens and community based food growing initiatives.

Focused Regeneration - Maesteg and the Llynfi Valley SRGA

2.3.53 The 'band' of development opportunities defined in the LDP as the 'Maesteg and the Llynfi Valley Strategic Regeneration Growth Area' complements the ethos of the overall VARP Strategy, which recognises the need to facilitate development of new mixed-use places on brownfield sites. This will be achieved by bringing forward a range of key regeneration and development opportunities stretching northwards from the town centre to Caerau and the Coegnant Reclamation site (**PLA3(6)**) and south and eastwards to the former Budlepack Cosi and Cooper Standard factory site at Ewenny Road (**PLA3(7)**) and former Maesteg Washery (**PLA3(5)**) respectively.

2.3.54 This defined area of growth builds on the ongoing and future regeneration initiatives for Maesteg Town Centre, and will complement the recent investments in new schools in the valley; linking the new Maesteg Comprehensive School at the Maesteg Washery Site with the new primary school at Caerau.

2.3.55 The former Maesteg Washery Site (**PLA3(5)**) is located immediately to the east of the town centre and is already the site of the new comprehensive school and its associated playing fields, serving the whole of the Llynfi Valley. This extensive and sustainably located brownfield site, in the ownership of the Council, offers the opportunity for additional development in the form of new housing (**COM1(15)**) and further recreation facilities directly linked to the town centre and by a dedicated route to Caerau and Nantyffyllon to the north via a new pedestrian and cycle route (**PLA7(1)**), and extending south linking the communities of Garth and Cwmpelin.

2.3.56 Immediately north of Maesteg Washery is Coegnant Reclamation Site (**PLA3(6)**), an extensive brownfield site of approximately 16 hectares. This site similarly offers the opportunity to deliver a range of beneficial after-uses. A desk-top Regeneration Framework outlines scope to provide new housing (**COM1(17)**), informal and formal open-space and local employment (**REG1(9)**) opportunities as well as sustainable energy generation. The LDP recognises the specific Llynfi VARP Project for the delivery of part of this site as a comprehensive Leisure Park to include a BMX track, football/rugby pitches and skateboarding facilities, jointly sharing the use of changing facilities, car parking, security and maintenance. The scope of the project, linked to the surrounding countryside could be broadened to include camping and outdoor pursuit facilities, well connected to

the area's improved cycling and walking routes (**PLA7(1)**) and integrated to the existing communities of Caerau and Nantyffyllon where the re-use of redundant buildings for visitor accommodation and social enterprises is encouraged. These initiatives will complement the environmental and housing improvements in Caerau and Nantyffyllon being progressed as part of the designated 'Housing Renewal Area' and focussed investment in Caerau's Tudor and Caerau Park Estates, as priority estates for improvement by V2C Housing and the re-use of a derelict site at the former Blaencaerau Junior School for much needed local and affordable housing (**COM1(19)**).

2.3.57 To the south of the town centre a strategic regeneration opportunity exists at Ewenny Road, Maesteg (**PLA3(7)**). The vacant employment sites formerly occupied by Budlepack Cosi and Cooper Standard at Ewenny Road are located adjacent to the Oakwood Estate, which is also a renewal priority for V2C Housing. The strategic and sustainable location of these sites adjacent to a rail halt on the Maesteg to Bridgend line, means that this regeneration opportunity could have benefits for the whole of the Llynfi Valley. The significance of this opportunity has been recognised by the Llynfi VARP which earmarks the future development of the area as a Strategic Project. The LDP strategy promotes the site as a flexible regeneration opportunity to create a new mixed-use neighbourhood that can deliver much needed development space for small businesses (**REG1(10)**), new market and affordable housing (**COM1(16)**), related retail, commercial (**REG5(4)**) and social facilities set within a pleasant environment that embraces its riverside setting.

2.3.58 In terms of encouraging enterprise, it is not envisaged that the Llynfi Valley will be the focus of major inward investment, however local and social enterprises need to have space to expand and to thrive. The LDP Strategy aims to achieve this by protecting existing industrial estates at Spelter (**REG1(13)**) and Forge (**REG1(11)**), and in the case of Heol Ty Gwyn Industrial Estate (**REG1(12)**), the LDP identifies an area for its future expansion.

The Valleys Gateway and the Ogmore and Garw Valleys

2.3.59 The Valleys Gateway is located at the geographical heart of the County Borough and comprises several different communities of what is almost one continuous urban area immediately north of, and highly accessible to, Junction 36 of the M4.

2.3.60 The area centres on the large urban area of Sarn, with the settlements of Tondu and Aberkenfig to the west and Brynmenyn and Bryncethin to the east. The area has not been identified in the Wales Spatial Plan as a 'key' settlement, however the LDP Regeneration-Led Strategy recognises its strategic role in the context of the County Borough.

2.3.61 Because of its central location and accessibility, especially to the more constrained and disadvantaged valleys of the Ogmore and Garw to the north, the LDP Strategy promotes this area as a focus for future employment and housing and as a centre for local retail opportunities, community facilities and other service provision.

2.3.62 In terms of its place in the settlement hierarchy this combined Valleys Gateway area is defined as a Main Settlement (**PLA1**). Its multi component nature and character however mean that only the western area at Aberkenfig is adequately served by a district centre, which has been expanded in the LDP to serve its growth potential. The western settlements of Abergarw, Bryncethin, Brynmenyn and Ynysawdre lack any established commercial centres. The LDP therefore proposes to designate commercial elements (**REG5**) in mixed-use regeneration sites to serve the local convenience needs of existing and future residents.

2.3.63 Accessibility is key to fulfilling the area's potential, and the LDP Strategy will ensure the provision of localised access improvements, especially in terms of east-west links, including providing better walking and cycling routes (**PLA7**). In terms of wider accessibility issues, as well as benefitting from its proximity to the M4 corridor the Valleys Gateway also has the locational advantage of two railway stations and associated park and ride facilities at Sarn and Tondu, from which regular train services operate between Maesteg and Bridgend. The LDP Strategy builds on these assets by recognising the proposal to increase frequency to a half hourly service and improvements and expansion to the existing Park and Ride facility at Sarn (**PLA7(23)**). These proposals are included and promoted in the RTP and agreed to be funded by the WEFO Convergence Funding Programme.

2.3.64 In terms of the Valleys Gateway being a focus for employment activity, the area already benefits from having well established traditional Industrial estates at Abergarw (**REG1(16)**) and Brynmenyn (**REG1(18)**), which the strategy seeks to protect and expand, as well as the successful Enterprise Centre at Tondu (**REG1(20)**).

2.3.65 In terms of the LDP Strategy the Ogmore and Garw Valleys are not identified as areas of significant growth. However, in line with the aspirations of the Western Valleys Strategic Regeneration Area (WVSRA), of which the Ogmore and Garw Valleys form a part, the LDP Strategy proposes to create sustainable communities linked to wider opportunities, whilst protecting the areas high quality environment.

2.3.66 For both the Ogmore and Garw Valleys it is recognised that Bridgend and the opportunities associated with the Valleys Gateway Area immediately to the south acts as service 'hubs' and have an important role to play in their overall success.

2.3.67 Both valleys, which are essentially rural in character, have good main road connections with the more urban areas in the Valleys Gateway, Bridgend and the M4. The roads give access to many higher-level services, facilities and job opportunities.

2.3.68 The LDP Strategy seeks to enhance these connections by promoting walking and cycling links, public and community transport and improvements to the local highway network throughout the valley areas.

2.3.69 Notwithstanding the more significant growth to the south which will benefit and serve these communities, the LDP Regeneration-Led Spatial Strategy needs to ensure the creation of sustainable communities. This will be achieved by policies in the LDP which will enable and facilitate the objectives and projects that have been identified in the integrated Valley Area Regeneration Plans (VARPs) and Rural Development Plan for the Ogmore and Garw Valleys.

2.3.70 In common with the Llynfi Valley the LDP recognises the VARP's objective for the Ogmore and Garw of diversifying the local economy by: capitalising on its rural surroundings and high quality environment to grow the tourism industry, including the promotion of high-quality design for new developments; strengthening the local economy by providing good quality flexible workspace in existing industrial estates and retailing and commercial centres; promoting active and healthy lifestyles and; developing other cross-valley initiatives such as cycle routes and a community food network.

Focused Regeneration - The Valleys Gateway SRGA

2.3.71 The LDP Strategy proposes to continue to promote the area's role in providing housing, community and employment opportunities. In this respect the LDP seeks to bring forward a range of new development opportunities in a number of mixed-use developments and regeneration schemes across the Valleys Gateway area.

2.3.72 The LDP Strategy defines the growth opportunities within this area as the Valleys Gateway Strategic Regeneration Growth Area the central focus of which is a new comprehensive school (**COM10(7)**) on a 16 hectare site at Ynysawdre. This initiative forms part of the Council's School Modernisation Programme and centres on the creation of a new Secondary School to replace the two existing schools of Ogmore and Ynysawdre and will serve the wider catchment area of the whole of the Valleys Gateway and the Secondary School educational needs of the Ogmore and Garw Valleys.

2.3.73 The campus will provide a range of services and facilities to the local community with scope to become a multi-agency hub and a focus for sporting excellence, benefiting from its location immediately adjacent to the recently refurbished existing Ynysawdre Swimming Pool and Pandy Park Playing Fields.

2.3.74 The project has been successful in receiving funding from the Welsh Government and it is anticipated that the new campus will be completed by 2014.

2.3.75 The successful delivery of this project has consequential beneficial effects in terms of harnessing regeneration opportunities on brownfield sites for alternative development, and the LDP Strategy identifies scope to develop part of the existing Ynysawdre Comprehensive School site for additional residential development (**COM1(33)**) with a small commercial hub (**REG5(6)**) to serve the development and the immediate locality.

2.3.76 Similarly at the Ogmor Comprehensive School site (**PLA3(12)**), the LDP proposes the utilization of the existing school buildings for the relocation of the Special School at Ysgol Bryn Castell in Bridgend, together with the possibility of consolidation of complementary social and children's services activities within the existing buildings, and an element of residential development (**COM1(32)**) on surplus land with a small commercial element to serve local need (**REG5(5)**). This in turn provides additional brownfield windfall development opportunities within and outside the area. In this respect the wider School's Modernisation Programme is recognised as a significant driver for regeneration and source of opportunity for the delivery of the LDP Strategy, especially within the Valleys Gateway area.

2.3.77 The site of the new Comprehensive School is in close proximity to a number of other existing and proposed residential and mixed use developments which the LDP identifies as part of this strategic growth area. These include land at Parc Tyn-y-Coed (**COM1(31)**) a large site of approximately 300 dwellings, the development of which is subject to an agreed development brief, and which will deliver an extensive informal parkland area adjacent to the river Ogmor, and on and off site recreation facilities, as well as contributions to increase capacity at a local Primary School at Bryncethin (**COM10(12)**).

2.3.78 Within Brynmenyn, the LDP proposes a mixed-use development at the former Christie Tyler factory site (**PLA3(11)**). This site located only half a mile distant and linked to the new school site by an established walking and cycling route has the potential to deliver up to 75 new dwellings (**COM1(34)**) and will enable a substantial part of the site for immediate occupation for employment purposes (**REG1(19)**). At Bryncethin, the existing 'Depot' site (**PLA3(14)**) has scope for expansion to accommodate an element of residential (**COM1(35)**) and new commercial opportunities (**REG5(7)**) to serve the eastern part of the Valleys Gateway which lacks a local commercial focus to serve local communities.

2.3.79 Further west in Tondy the LDP Strategy recognises the scope to build on the existing mixed-use regeneration site on land west of Maesteg Road (**PLA3(10)**), which already provides a County Borough wide waste transfer facility. This substantial development opportunity, of approximately 40 hectares has scope to complement and enhance the role of the existing Heritage Centre by retaining existing woodland with improved public access. There is an opportunity here to provide a sustainable community of approximately 400 new dwellings (**COM1(30)**) served by a retail and community hub that will expand the service role of the existing Aberkenfig Commercial Area. The LDP also promotes new local business space (**REG1(21)**), public open space and the capacity to provide a new primary school (**COM10(8)**). The LDP will ensure that development will come forward in accordance with a phased Masterplan, that will also enable the realignment of Maesteg Road, a substantial benefit to the wider area in terms of accessibility to the Llynfi Valley to the north, thereby improving the area's overall accessibility and job opportunities to communities to the north and south.

2.3.80 An opportunity also exists to promote a high-quality strategically-located 'business park' in the north-east quadrant of Junction 36 of the M4 on land associated with, and adjacent to, the existing Sarn Park Services (**REG1(22)**). This facility requires renewal and investment and presents an opportunity for a complementary business park extension on land immediately to the west of the existing motorway related facilities. The site's strategic location makes it an attractive proposition for future investment, and the proposed nature of the development will differ from the more traditional employment sites that exist in the area.

Strategic Employment Sites

2.3.81 The strategic employment sites are identified because of their importance in contributing to the wider economic prosperity of the whole of the County Borough and the wider sub region as recognised in the County Borough's Regeneration Strategy: Fit For The Future. They represent the greatest assets to the area in generating high levels of jobs. Their flexibility as predominately greenfield sites will also be attractive to high quality businesses, both in terms of inward investment and accommodating indigenous growth.

2.3.82 Designating a portfolio of high quality, strategic employment sites will enable the LDP to assist the local economy by providing opportunities for investment and to enable employers to diversify and grow their own businesses. This will create a mix of employment opportunities for the local labour force in a high quality environment, meeting the employment objectives of the LDP. The Strategic Employment Sites are all being progressed individually by the Council and the Welsh Government and several are included in funding bids for the EU Convergence Programme. By being in public ownership there is greater control as to when and how the sites are brought forward.

2.3.83 The strategic sites are distinguished from other employment sites on the basis of their physical and locational characteristics, particularly their prominent locations adjacent to areas of countryside, and their proximity to the strategic road network. Given the sensitive locations of these sites, the requirement for consistently high design and environmental standards within an overall concept framework would be a pre-requisite for development as well as ensuring access to these areas by means other than the car.

2.3.84 Preferred uses of the strategic employment sites will be those priority sectors highlighted by the Welsh Government. Further information in this respect is contained in Section 5.1.

Brocastle, Waterton, Bridgend (SP9(1))

2.3.85 Brocastle is one of the most important and prestigious greenfield inward investment sites within the South Wales M4 corridor. The site is in a highly accessible and desirable location on the outskirts of Bridgend, on the A48 towards Cowbridge.

2.3.86 Brocastle represents one of the largest greenfield employment sites in south-east Wales and located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the existing Ford factory, the County Borough's largest private sector employer. The site also has the potential to be served by a railway siding for the movement of materials / products. There is also an opportunity for synergy and further integration with Parc Afon Ewenni also located within relatively close proximity – which represents the County Borough most significant mixed-use development and brownfield regeneration opportunity.

2.3.87 Vehicle access is gained off the A48, approximately 4km from Junction 35 of the M4 motorway. A new road access (roundabout) with realignment of the A48 is now in place. Re-profiling is required to create development plateaux.

2.3.88 The site is almost entirely undeveloped. It is considered to be the County Borough's greatest asset in terms of attracting large scale employment investment to the area. The site is owned by the Welsh Government and development is the subject of a concept Masterplan to promote the site for employment purposes and help secure European funding to facilitate further road and utility infrastructure to make the site 'occupier-ready'. The concept Masterplan will guide different scales of development to different locations within the site, by identifying appropriate development plateaux. In order to facilitate development more suited to the changing employment structure up to 2021, this will involve defining areas more suitable for B1 business park development along the highly visible A48 frontage.

Island Farm, Bridgend (SP9(2))

2.3.89 Island Farm is a prestigious greenfield site in an accessible location along the A48, adjacent to the Bridgend Science Park, 8km from junctions 35, 36 and 37 of the M4 motorway. Part of the site comprises of a former Prisoner of War camp. When developed, new access to the site will be required off the A48.

2.3.90 In location terms, Island Farm is not specifically linked to Bridgend's current focussed area of growth however it forms a subsequent phase and logical extension to the existing highly

successful and prestigious Bridgend Science Park. Furthermore, located as it is in south-west Bridgend it serves an area of recent significant residential development at Broadlands, which lacks any significant employment opportunities and other established communities to the south of Bridgend, where the Science Park is already well integrated, being within walking and cycling distance of the town centre less than 1.5km away which acts as a public transportation hub in terms of rail and bus services.

2.3.91 'Hut 9' of the former Prisoner of War camp is to be retained and is a listed building. Any development would have to take into account known biodiversity interests and the listed building and where necessary incorporate these into design and layout. There would be a requirement for high quality landscaping and architectural design in any development, similar to the adjacent existing Science Park developments. Linked to this will be the protection and enhancement of the existing biodiversity value of the site, ensuring appropriate provision for, and protection of, existing wildlife in the area.

Pencoed Technology Park, Pencoed (SP9(3))

2.3.92 The undeveloped part of this site is in the ownership of Welsh Government and is proposed for technology and specialist medical activities. The 20 hectare site is located next to Junction 35 of the M4 east of Bridgend; with good proximity to public transport facilities, particularly at Pencoed railway station. Whilst most of the, as yet, undeveloped greenfield site lies within Rhondda Cynon Taf, it functionally forms part of the Pencoed and Bridgend areas; 5 hectares of undeveloped land is located within Bridgend County Borough. The site's infrastructure is now in place, and it offers a number of 'occupier-ready' development opportunities, including three plateaux for medical and technology uses within Rhondda Cynon Taff. In addition there are also substantial redevelopment opportunities in private ownership within the former Sony land holding, most notably the large car park, which represents a site of 4.5 hectares, which is also wholly within Bridgend County Borough and the subject of a separate masterplanning exercise.

2.3.93 Although at the western eastern extremity of the County Borough, it is closely associated with the existing community at Pencoed, where future development can provide local as well as county borough wide job opportunities and contributes to a diverse employment land portfolio. The master plan for the underutilised and 'brownfield' opportunity related to the former Sony factory will ensure development here complements the existing prestigious pharmaceutical / bio-tec park in the adjacent Rhondda Cynon Taf.

Ty Draw Farm, North Cornelly (SP9(4))

2.3.94 This 6 hectare site is strategically located to the east of North Cornelly in the northwest quadrant of Junction 37 of the M4 with good proximity to public transport facilities, particularly at Pyle railway station. It offers an opportunity to provide much needed high quality employment opportunities within a landscaped environment, close to the deprived community of Marlas, which is a designated Communities First area. It also provides a strategic employment opportunity to serve the local economy in the western part of the County Borough, especially for Porthcawl where employment opportunities are primarily linked to the leisure and tourism industry.

What is the Underlying Level of Growth?

2.3.95 The growth level adopted for the LDP is based on the 2009 **Cambridge Econometrics (CE) Population Projections for Bridgend and Wales** which aims to broadly balance the future population and economic forecasts for the County Borough up until 2021. The population forecast and resulting dwelling requirement for the County Borough is directly related to the County Boroughs' economic prospects. It is considered that linking population growth and housing requirements to wider economic prospects improves the robustness and deliverability of the LDP Strategy.

2.3.96 CE's district-level population projections are produced to accompany district-level employment projections in a way that ensures consistency with CE's own forecast for population in Wales (forecasts which are influenced by the economic performance of the Wales economy relative to other parts of the UK). CE's population forecasts for Wales use the ONS projections for birth and death rates, but use CE's own estimates of migration (internal and international, in and out) based on the relative economic prospects of Wales and the English regions.

2.3.97 This approach therefore seeks to take the strengths of the detailed methods used to produce the Welsh Government projections, such as the detailed analysis of underlying trends in mortality and birth rates and to augment them with a view of overall migration into Wales that is informed by the prospects for the relative performance of the Welsh economy. It is considered this makes them more 'robust' than purely trend-based projections.

2.3.98 Under the CE projection the population of Bridgend rises from 132,600 in 2006 to 144,640 in 2021. The projection indicates that the projected increase in working age population of the County

Borough will have the opportunity and scope to live and work in the area. The growth in population and households complements its economic prospects. Housing is neither constrained to a level that could frustrate economic development or promoted in such a ways as to encourage inward commuting. The underlying growth is such that the County Borough has the means to become more independent and less reliant on outside sources of labour, with scope for reducing levels of out commuting and becoming a sustainable and more self contained set of communities in accordance with the LDP Vision.

2.3.99 Further information on the Cambridge Econometrics (CE) Population Projections for Bridgend and Wales is contained in Background Paper 2: Population and Housing and the Examining Alternative Demographic and Labour Market Projections Study (2010).

LDP Strategy Components and Actions

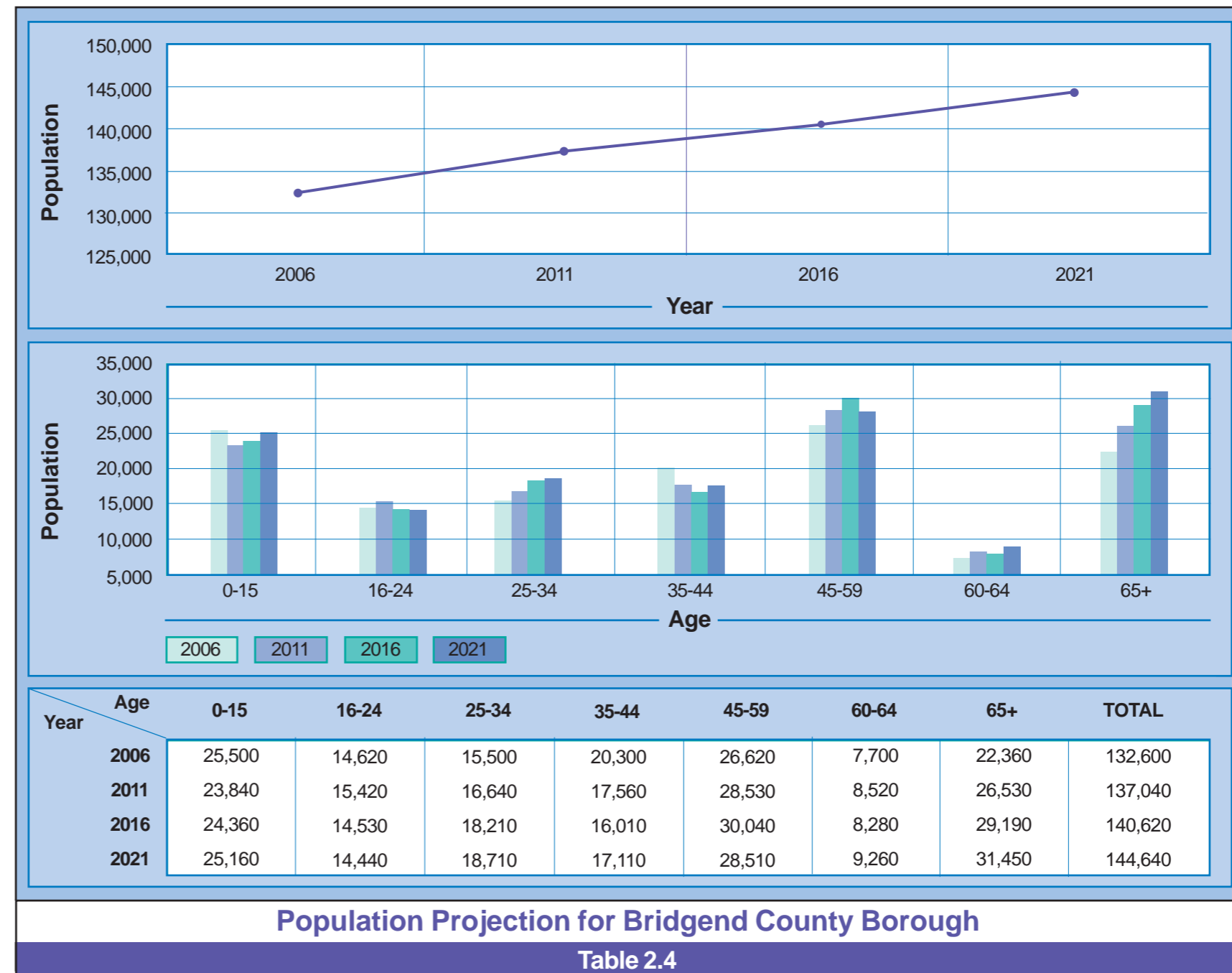
2.3.100 The LDP is underpinned by a number of components and actions which are integral to the implementation of the Strategy and realisation of the LDP Vision and Strategic Objectives. These are translated into various land-use policies expanded upon in the following chapters.

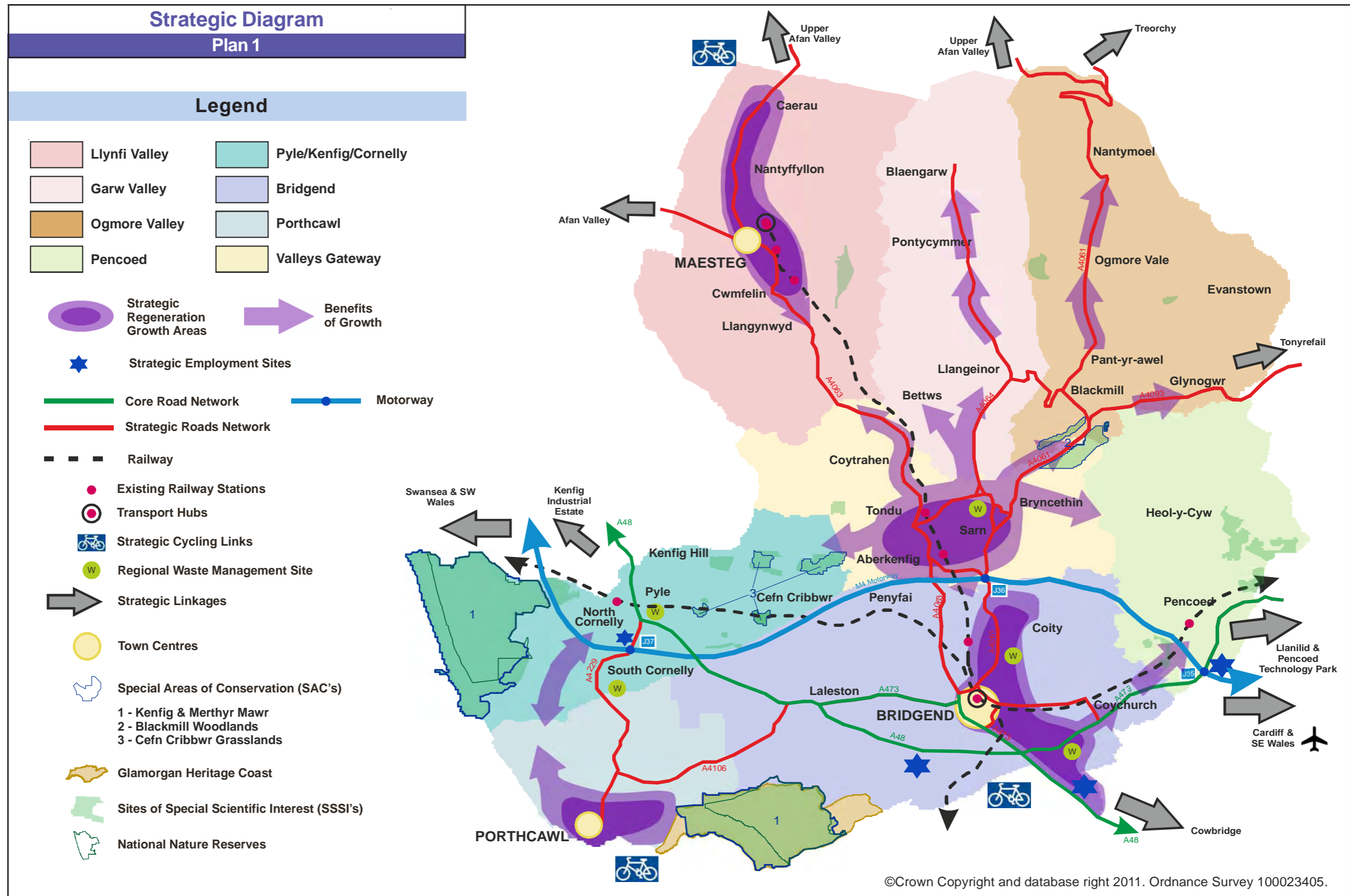
The LDP Strategy:-

- requires development to be distributed according to the Regeneration-Led Sustainable Development Spatial Strategy;
- requires all development to meet Sustainable Place Making criteria;
- requires all development to meet Strategic Transport Planning Principles;
- requires the protection of sites and buildings of acknowledged natural, built and historic interest;
- safeguards areas of aggregates and coal resources;
- seeks to meet the County Borough's contribution to regional and local waste facilities;
- requires that the County Borough contributes towards the country's renewable energy requirements;
- identifies and protects 164 hectares of vacant employment land;
- directs new retail and leisure development to the town and district centres of the County Borough;
- encourages high quality sustainable tourism;
- requires 9,000 market (including 1,308 affordable) dwelling units to be accommodated in the County Borough during the LDP period 2006 - 2021;

- requires the retention of existing community uses and facilities and seeks to develop new ones, where they are needed;
- requires new development to be accompanied by an appropriate level of infrastructure.

2.3.101 The Strategic Diagram (Plan 1) outlines the extent of the County Borough and the area covered by the LDP. It illustrates the elements of the LDP Strategy, including strategic policy proposals, the Strategic Regeneration Growth Areas and strategically important areas of environmental constraint.







Producing High Quality Sustainable Places

3.1 Regeneration - Led Sustainable Development Distribution Strategy

Strategic Policy SP1

Regeneration-Led Development

Development in the County Borough will be permitted where it provides the maximum benefits to regeneration at a scale that reflects the role and function of settlements as set out in the settlement hierarchy.

In particular, development will be focused in the following areas:

- Bridgend Strategic Regeneration Growth Area;
- Maesteg and Llynfi Valley Strategic Regeneration Growth Area;
- Porthcawl Strategic Regeneration Growth Area;
- The Valleys Gateway Strategic Regeneration Growth Area.

LDP Objectives: 1a, 1b, 1c, 1e

3.1.1 Strategic Policy 1 seeks to ensure that new developments in Bridgend County Borough are distributed according to the LDP Spatial Strategy. In particular, the four Strategic Regeneration Growth Areas (SRGAs) at Bridgend, Maesteg and the Llynfi Valley, Porthcawl and the settlements of the Valleys Gateway will collectively deliver a significant proportion of the County Borough's growth up to 2021 in a range of mixed-use developments that will create high quality sustainable places delivering new homes, work places and facilities. These areas can serve the existing and future residents of the County Borough and are considered to be of such a scale and focus to be strategic in nature and will have the potential to provide significant regeneration benefits for the whole of the County Borough.

PRODUCING HIGH QUALITY SUSTAINABLE PLACES

3.1.2 Focussing new development in the SRGA's means that the collective scale of development is able to deliver 'more' in terms of benefits and improvements, balancing future job creation, housing provision, infrastructure provision and improvements to services and community facilities to create better places at key locations and can service other areas that are underperforming, suffering decline or in need of redevelopment or regeneration.

3.1.3 Focussing development in these areas will deliver better overall outcomes and a more sustainable pattern of development for the County Borough as a whole.

3.1.4 In this respect 'scale' matters and is seen as an enabling factor – not just for the sustainability of the new developments that are proposed in the Plan but also having a beneficial effect on existing communities.

3.1.5 This focussing of development is core to the regeneration-led strategy, recognising that a more dispersed approach to locating development would dilute future benefits and would not ensure that critical sites for redevelopment would come forward, the delivery of which is essential to meet the Vision and Strategic Objectives of the Plan.

Spatial Distribution of Growth

3.1.6 Table 3.1 illustrates the amount and proportion of new housing development and vacant employment land allocated in the LDP by area. The table demonstrates how new employment

and residential development is being directed to certain areas to address the issues and objectives contained in the Plan.

3.1.7 Bridgend continues to be the main area of growth to reflect its status as a sub-regional settlement being a focus for commercial, service and employment development to meet the needs of a wide area beyond the County Borough boundaries.

3.1.8 In Maesteg and the Llynfi Valley, employment development, as a proportion, is above residential. This situation attempts to rectify the current imbalance in employment provision in this area whilst still providing a sustainable and realistic level of growth.

3.1.9 In the Valleys Gateway, given its central and accessible location, the distribution of employment land is higher than the housing as the LDP Strategy promotes this area as a focus for future employment to serve the Ogrmore and Garw Valleys.

3.1.10 In Porthcawl, the imbalance is acknowledged. However it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors. The strategic employment site at Ty Draw Farm, North Cornelly and Village Farm Industrial Estate, Pyle will provide B1, B2 and B8 opportunities to serve Porthcawl as a 'linked settlement', recognised in the Wales Spatial Plan.

3.1.11 Outside of the SRGAs, the significant employment site (with vacant land) of Penllwyngwent Industrial Estate in the Ogrmore Valley provides a vital local growth source for employment



in this area and is identified as a key site for this purpose in the Western Valleys Strategic Regeneration Area.

3.1.12 The strategic employment sites are excluded from the spatial analysis as it is envisaged that they will provide a level and type of employment which will attract workers from across the County Borough and further afield in the region.

3.1.13 Strategic Policy SP1 recognises that other settlements in the County Borough will be required to accommodate differing scales of future development and growth in order to maintain sustainable communities, in line with their role and function, to achieve the LDP's Vision and Objectives.

3.1.14 Benefits to regeneration will be maximised by using an appropriate mix of land uses on sites to achieve economic and social growth by enabling and 'readying' employment land to come forward by providing vital infrastructure. This process of renewal will create jobs on what were previously unviable sites, through the development of other, viable uses. This approach, combined with environmental enhancement and protection policies ensures that regeneration-led growth is sustainable in nature. Mixed use schemes also enable the delivery of new or upgraded community facilities, services and infrastructure which benefit both existing and new communities.

| Strategic Regeneration Growth Area (SRGA) | Housing Units on Allocations (2009) | % of Housing Allocations | Vacant Employment Land (Ha) (2009) | % of Vacant Employment Land |
|---|-------------------------------------|--------------------------|------------------------------------|-----------------------------|
| Bridgend | 2,959 | 40 | 40.93 | 49 |
| Maesteg and Llynfi Valley | 501 | 7 | 8.64 | 10 |
| Porthcawl | 1,506 | 21 | 0.70 | 1 |
| Valleys Gateway | 1,194 | 16 | 18.2 | 22 |
| Outside SRGAs | 1,203 | 16 | 15.49 | 18 |
| TOTAL | 7,363 | 100 | 83.96 | 100 |
| Strategic Employment Sites | | | 68.54 | |

Spatial Distribution of Growth

Table 3.1

Policy PLA1

Settlement Hierarchy and Urban Management

Development will be permitted within settlement boundaries at a scale commensurate with the role and function of settlements as set out in the hierarchy below:

Primary Key Settlement ● Bridgend

Main Settlement

- Maesteg
- Porthcawl
- Pencoed
- Pyle/Kenfig Hill/
North Cornelly
- Valley Gateway settlements
of Aberkenfig/Bryncethin/
Brynmenyn/Sarn/Tondu/
Ynysawdre

Local Service Settlement

- Bettws
- Blaengarw
- Caerau
- Nantyllyon
- Nantymoel
- Ogmores Vale
- Pontrhydcyff
- Pontycymer

Small Settlement

- Blackmill
- Cefn Cribbwr
- Coity
- Coychurch
- Coytrahen
- Cwmfelin
- Evanstown
- Glynogwr
- Heol y Cyw
- Kenfig
- Laleston
- Llangynwyd
- Llangeinor
- Mawdlam
- Penyfai
- Pontyrhyl
- Pantyravel
- South Cornelly

3.1.15 In order to focus development in areas where the maximum social, economic and environmental benefits can be achieved Policy PLA1 makes a distinction between the settlements of the County Borough. The identified settlements will continue to be the main focus of future planned development, the scale and type of which will reflect their individual role and function. The settlement hierarchy is based on the conclusions of the Bridgend County Borough Settlement Role and Function Study (2009).

3.1.16 The **Primary Key Settlement of Bridgend** and the **Main Settlements** have a strong employment function with an existing concentration of business and a good variety of retailing and community services that meet the needs of the settlement and the surrounding area, with Bridgend being the most significant in performing this role. The settlements are comparatively self-contained and provide a dominant role in terms of travel to work within the County Borough, which can be maintained and developed to meet the needs of the settlement and the surrounding area. The settlements represent some of the largest centres within the County Borough in terms of employment, population, economically active people and retail and community service provision. Bridgend is distinguished as the Primary Key Settlement on the basis that it accommodates the largest proportion of the population and is the focus of employment, retail and services serving the whole of the County Borough.

3.1.17 The **Local Service Settlements** are smaller and less significant than the Main Settlements. While their range of services is narrower than the main settlements, they act as focal points for the surrounding locality for retail and community facility provision. The settlements are capable of supporting some additional growth, particularly on underutilised or brownfield land. The **Small Settlements** provide a more limited retail and community facility function for their respective residents. Services in the Small Settlements are generally confined to those meeting purely local needs with limited retailing and community facilities.

3.1.18 All settlements in the settlement hierarchy have defined settlement boundaries. These have been reviewed and amended where appropriate to accurately define the urban area from the countryside. This provides certainty and direction in terms of where appropriate development will be permitted; encouraging the re-use of land and buildings and protecting the countryside from inappropriate development that may have an adverse effect on its rural character. It also assists in the prevention of the coalescence of settlements and avoidance of urban sprawl which enables communities to operate efficiently.



Policy PLA2

Implementation of Regeneration Strategies

Development likely to have an unacceptable or detrimental impact on the implementation of a regeneration strategy/programme will not be permitted.

3.1.19 The LDP recognises that the implementation of regeneration strategies and programmes are an appropriate means of delivering improvement to the social, economic, and environmental fabric of an area. It therefore provides a policy framework that seeks to secure that regeneration.

3.1.20 The County Borough's regeneration priorities are central to the LDP Strategy which directs development to those areas currently subject to area based regeneration initiatives, strategies or programmes and other priority areas where regeneration and investment is needed. Proposals for development or actions which are contrary to the objectives and aims, or hinder the implementation of a strategy and/or programme will not be permitted.

Policy PLA3 Regeneration and Mixed Use Development Schemes

The regeneration of brownfield and under-utilised sites within defined settlements that provide an appropriate mix of land uses will be permitted.

The following sites are specifically allocated for regeneration and mixed use schemes:

Bridgend Strategic Regeneration Growth Area

- PLA3(1) Parc Derwen, Bridgend;
- PLA3(2) North East Brackla Regeneration Area;
- PLA3(3) Coity Road Sidings, Bridgend;
- PLA3(4) Parc Afon Ewenni, Bridgend;

Maesteg and the Llynfi Valley Strategic Regeneration Growth Area

- PLA3(5) The former Maesteg Washery, Maesteg;
- PLA3(6) The Coegnant Reclamation Site, Caerau and Nantyyfyllon;
- PLA3(7) Ewenny Road, Maesteg;

Porthcawl Strategic Regeneration Growth Area

- PLA3(8) Porthcawl Waterfront Regeneration Area;
- PLA3(9) Pwll-y-Waun, Porthcawl;

The Valleys Gateway Strategic Regeneration Growth Area

- PLA3(10) Land west of Maesteg Road, Tondu;
- PLA3(11) Former Christie Tyler Site, Brynmenyn;
- PLA3(12) Ogmores Comprehensive School, Brynmenyn;
- PLA3(13) Gateway to the Valleys, Tondu;
- PLA3(14) Bryncethin Depot, Bryncethin;
- PLA3(15) Glanyrafon, Tondu;

Other Areas

- PLA3(16) Land south west of City Road, Bettws;
- PLA3(17) Land adjoining Cwm Ogwr Fach, Blackmill;
- PLA3(18) Land at Gibbons Way, North Cornelly;
- PLA3(19) Former Surgery Site, Coychurch Rd, Pencoed;
- PLA3(20) Coronation Works, Evanstown.

The implementation of each of the above will be in accordance with a master plan/development brief and/or appropriate planning/highway agreements. These must be agreed with the County Borough Council before development commences.

3.1.21 The Regeneration and Mixed Use Schemes included in PLA3 offer opportunities for comprehensive development within their respective Strategic Regeneration Growth Areas and Settlements. The location and scale of these sites present an opportunity for significant new development to take place over the plan period to help meet the LDP Vision and objectives.

3.1.22 The combination of development on these sites will result in the provision of comprehensive residential, employment and commercial development whilst providing new transportation, community, education and recreation facilities to serve the respective sites and existing communities. Descriptions of the sites allocated under Policy PLA3 are contained in Appendix 1 and their individual land-use components are contained in subsequent LDP Policies and on the Proposals Map.



3.2 Design and Sustainable Place Making

Strategic Policy SP2

Design and Sustainable Place Making

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

- 1) Complying with all relevant national policy and guidance where appropriate;
- 2) Having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;
- 3) Being of an appropriate scale, size and prominence;
- 4) Using land efficiently by:
 - (i) being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and
 - (ii) having a preference for development on previously developed land over greenfield land;
- 5) Providing for an appropriate mix of land uses;
- 6) Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access;
- 7) Minimising opportunities for crime to be generated or increased;
- 8) Avoiding or minimising noise, air, soil and water pollution;
- 9) Incorporating methods to ensure the site is free from contamination (including invasive species);
- 10) Safeguarding and enhancing biodiversity and green infrastructure;
- 11) Ensuring equality of access by all;
- 12) Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;
- 13) Incorporating appropriate arrangements for the disposal of foul sewage, waste and water;
- 14) Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change; and
- 15) Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development.

LDP Objectives: 1f, 1g, 2a, 2b, 2c

PRODUCING HIGH QUALITY SUSTAINABLE PLACES

3.2.1 Strategic Policy 2 introduces 15 Sustainable Place Making criteria which will be applied to all development proposals across the County Borough. **This Policy represents the starting point for the assessment of all planning applications which are received by the Local Planning Authority.**

3.2.2 Policy SP2 demands a high quality of design incorporating equality of access in all development proposals. **Design and Access Statements will be used within the Development Control process and should contain information relating to each of the 15 criteria (where appropriate) to ensure this policy is implemented effectively.** The statements will be monitored to ensure development maintains and enhances the 'sense of place' it creates, and/or sustains within existing communities.

3.2.3 Where appropriate, the LDP contains more detailed policies on some aspects of Policy SP2. In other areas, particularly on specific design guidance, the Council has produced Supplementary Planning Guidance to assist developers in producing schemes which reflect the local characteristics of the County Borough, these are outlined in chapter 8 and will be reviewed and updated for the LDP.

3.2.4 Place making is an over arching concept which relates to the design and context of a development which ensures that the design process, layout structure and form provide a development that is appropriate to the local context and supports a sustainable community; creating an environment within which people can identify with and use easily; whilst respecting the natural environment.

3.2.5 Underpinning the LDP Strategy is the Council's desire to make sound judgments when assessing all development proposals, for example, by ensuring that new built development is sensitive to its surrounding environment. This is particularly important: where proposals are located either within, or where they would have an impact upon, the setting of environmentally sensitive areas; where they would affect designated heritage assets; where the development will be a landmark building by virtue of location or scale; or where it will be an incident building on highly visible gateway sites within urban areas.

3.2.6 In addition, where appropriate, Travel Plans, Transport Statements or Transport Assessments will also be required as part of the planning process. In short, all future development proposals will be assessed to ensure that they will make a positive

contribution towards strengthening local identity, achieving sustainable communities, encouraging a more sustainable way of living, and promoting community cohesion and engagement.

3.2.7 The LDP, through the criteria of its Sustainable Place Making Policy also seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers is not compromised by new development.

Policy PLA4 Climate Change and Peak Oil

All development proposals will be required to make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change and Peak Oil issues by:

- 1) Having lower carbon energy requirements by reducing energy demand, and promoting energy efficiency;**
- 2) Utilising local materials and supplies (including food) wherever feasible;**
- 3) Encouraging the development of renewable energy generation;**
- 4) Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel;**
- 5) Having a design, layout and landscaping which:
(i) helps wildlife and habitats to adapt to the changing climate;
(ii) assists cooling of the urban environment, including the use of passive building techniques where appropriate;**
- 6) Using resources more efficiently, and minimising waste water use and pollution;**
- 7) Avoiding or minimising the risk from flooding and/or adapting to the increased risk of flooding, coastal erosion and warmer annual mean temperatures; and**
- 8) Promoting sustainable building methods and drainage systems where appropriate.**

3.2.8 Climate change is regarded to be one of the biggest threats facing our planet today. It is predicted that by 2050, Wales will be warmer by approximately 2.3° C, with 14% more rainfall in winter and 16% less in summer. Sea levels in 2050 are expected to have risen by 20cm. Climate change is now viewed by the UK and Welsh Governments as a fundamental issue which needs to be addressed.

3.2.9 The planning system, therefore, has an important role to play in ensuring that measures are taken to reduce the causes of climate change, most notably the emission of greenhouse gases, in new developments. National planning policy already sets out the requirements for new residential and commercial developments to achieve Code for Sustainable Homes Level 3 and BREEAM 'Very Good' (respectively).

3.2.10 However, the need to adapt to future climate changes is also extremely crucial. It is important that the effects of climate change are considered over the lifetime of a development. A scheme may have a design life of 75 - 100 years (depending upon location and usage intensity). Policy PLA4 therefore requires development proposals to consider their impacts on the climate and to demonstrate how it adapts to the effects of climate change as well as allowing surrounding wildlife and habitats to adapt around it.

3.2.11 Of immediate and paramount concern to many will be the increased risk of flooding caused by climate change. The Council will resist inappropriate development within floodplains where such development would itself be at risk from flooding or may cause flooding elsewhere.

3.2.12 Risk to life is of paramount concern in relation to any development in areas at risk from flooding, but especially for residential development in tidal (including estuarine) and coastal locations. Therefore, all new development sites proposed in the LDP have been assessed by the Council using data supplied by the Environment Agency Wales. However, these assessments and the work undertaken as part of the LDP Strategic Flood Consequences Assessment (SFCA) should only be regarded as the starting point for more detailed scrutiny of future proposals. More detailed Flood Consequences Assessments (FCAs) will be required on specific sites at the planning application stage.



3.2.13 Peak oil is the point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production declines, thereby restricting supply and raising costs. This will have a direct impact on affordability and a persons ability to travel as well as raising the costs of manufacturing and purchasing goods and services. Some projections suggest that this event has already occurred or will occur during the lifetime of the LDP. This concept is based on the observed production rates of global oil reserves, and the combined production rate of known existing oil wells and envisaged new sources. Whilst the background to peak oil and climate change are different, the land-use planning responses to these issues are similar, particularly in the need to reduce unnecessary travel (of people, goods and materials), encourage a 'modal shift' in transport and the use of alternative sources of energy in developments.

3.2.14 The Council has produced Supplementary Planning Guidance (SPG) on how to adapt new developments to the impacts of climate change in order to ensure their long-term future and the use of sustainable construction methods (such as using recycled products and locally produced materials). It is intended that this SPG will be updated during the LDP period to reflect up-to-date evidence and emerging best practice as well as incorporating appropriate actions to adapt to peak oil issues.

3.3 Transport Planning

Strategic Policy SP3

Strategic Transport Planning Principles

All development proposals should promote safe, sustainable and healthy forms of transport through good design, enhanced walking and cycling provision, and improved public transport provision.

Land-use transportation solutions will therefore be required to deliver a more effective, efficient and accessible transport system according to the following principles:

- 1) Improves public transport links between the Primary Key Settlement of Bridgend and the main settlements of the County Borough, and links with Cardiff and Swansea;
- 2) Develops the roles of Bridgend and Maesteg as 'Transport Hubs';
- 3) Favours development which is located close to public transport facilities;
- 4) Reduces congestion, the need to travel, and reliance on the private car;
- 5) Reduces the negative impact of road freight transport;
- 6) Improves road safety;
- 7) Makes better use of the core, strategic and local highway network;
- 8) Encourages rail freight movement within the County Borough;
- 9) Provides appropriate standards of car parking;
- 10) Maximises the potential for sustainable transport infrastructure and services; and
- 11) Provides strategic lorry parks at appropriate locations in the County Borough.

LDP Objectives: 1f, 1g, 2b, 4b

3.3.1 Strategic Policy SP3 supports sustainable development and encourages the establishment of an integrated, safe and equitable transport system. The policy therefore introduces **11 Strategic Transport Planning Principles** which outline how the LDP will seek to improve opportunities for sustainable travel, contribute positively to social inclusion agendas, and allow better management of both travel demand and of the transport network.

3.3.2 All development proposals should be designed in a manner that secures the safety of all highway users. In this respect all developments will need to: take account of Welsh Government design criteria; ensure vehicles can enter or leave the highway at any new access point safely; provide appropriate measures of mitigation to counter any adverse highway effects of new development and; ensure that the flow of traffic on the highway is not affected detrimentally.

3.3.3 The LDP directs new developments to locations offering a choice of transport modes that will support, and contribute towards the development of an efficient transport network. In particular this approach will enhance what the Wales Spatial Plan defines as the 'key settlement transport hubs' of Bridgend and Maesteg.

3.3.4 In terms of transportation planning the LDP incorporates the 'corridors concept'. This establishes corridors of interest that encompass land-use and associated accessibility requirements including all forms of transport in order to aid transport investment decisions and land-use planning. Despite this holistic approach it is the road network which is the predominant mode in terms of network coverage and flexibility of movement within the transport corridors. Consequently, it is imperative that the road network is appropriately identified, protected and safeguarded, particularly in relation to the location of developments. In order to achieve this, the LDP has adopted the approach recommended in paragraph 8.6.2 of Planning Policy Wales and followed in the Regional Transport Plan (RTP). The road network is therefore divided into two major categories: the core network and the strategic network. The identification of these categories forms the basis of the corridor approach to transportation planning as expressed in the LDP.

PRODUCING HIGH QUALITY SUSTAINABLE PLACES

3.3.5 The Core Roads Network connects the county borough to adjacent County Boroughs and to regional transport consortium areas. The following roads constitute the Core Roads Network in the county borough:

- M4
- A48
- A473

3.3.6 The Strategic Roads Network connects the major settlements and population centres in the county borough and comprises mainly the A-roads (including the Core Roads Network). The following roads are identified as the Strategic Roads Network:

- A4063
- A4064
- A4061
- A4229
- A4106
- A4093
- A4065
- B4181

3.3.7 The local highway network connects local areas of population within the county borough to the major settlements and comprises mainly the B road networks and all classified unnumbered routes within the county borough these include:

- B4180
- B4281
- B4622
- B4283
- B4282

Policy PLA5

Development in Transport Corridors

The following transport corridors are identified as the main routes in the County Borough for the movement of people and goods:

- PLA5(1) M4;
- PLA5(2) Llynfi;
- PLA5(3) Garw;
- PLA5(4) Ogmores;
- PLA5(5) Aberkenfig-Brynmenyn;
- PLA5(6) Pyle-Aberkenfig;
- PLA5(7) Pencoed-Pyle;
- PLA5(8) Porthcawl-Cornelly.

Development which would:

- adversely affect safe and efficient movement in these corridors; and/or
- create or exacerbate harm to the environment along them; and/or
- not be capable of mitigation;

will not be permitted.

3.3.8 As there is a need to consider all forms of movement, transportation links and infrastructure along transport routes in the context of the topographic characteristics of the County Borough through which they pass, it is a prerequisite that movements within the Authority should be considered on a 'corridor basis'. This method of considering the existing transportation network and the effects on it of development more accurately models the actual situation.

3.3.9 The 'corridor' approach also allows the management and allocation of the existing road network to be carried out more effectively; for example, the location of development proposals can be assessed, and their demand on transportation and environmental standards, as affected by transportation issues along the length of the corridor, considered. This is of particular importance when development proposals are assessed in the valley corridors, where the quality of the transportation network varies greatly along its respective corridor and alternative transport routes are limited.

3.3.10 The standards to be considered will not only be limited to traffic capacity, which is determined by the width and alignment of the carriageway and junctions. Factors such as the degree of priority to be accorded to pedestrians, cyclists and public transport, frontage activity, conservation area designation, residential areas, on-street parking, location of schools and hospitals, noise, air quality, and risk of accident will also be considered. These factors will assist in assessing the maximum capacity and the nature of vehicles compatible with acceptable environmental standards associated with transportation issues.

3.3.11 The corridors will be managed to encourage walking, cycling and use of public transport especially for journeys to work. It is also recognised that the efficient and reliable movement of freight is vitally important to the economy of the County Borough. As such, development which generates lorry movement will be required to locate in areas which can be effectively accessed so that the impact of road freight movement on the environment is minimised. This is particularly significant to the valleys' corridors for the reasons previously stated above.

3.3.12 Details of the corridors identified in Policy PLA5 are set out in Appendix 2.

Policy PLA6

Development west of the railway line, Pencoed

Development that will generate a net increase in vehicular traffic movement in Pencoed to the west of the railway line, in the area shown on the proposals map, will not be permitted.

3.3.13 In accordance with PLA5 it is considered that the existing highway network in Pencoed, which forms part of the Pencoed-Pyle Transport Corridor, is severely constrained by the mainline railway with no prospect of mitigation within the Plan period. In recognition of this constraint Policy PLA6 introduces a moratorium on further development which generates a net increase in vehicular movement to the west of the railway line. For clarity and certainty the specific area to which Policy PLA6 applies has been designated on the proposals map.

3.3.14 It is considered that any new development which generates a net increase in vehicular movement 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. It is recognised that development capacity to the west of the railway line would not be of sufficient scale to generate the required level of developer-funded infrastructure required to resolve the problem within the Plan period.

3.3.15 It should be noted that land is allocated for residential development, west of the railway line, under Policy COM2(24) Land South of Hendre Road, however this reflects planning permission which has previously been granted in accordance with the provisions contained in the adopted Ogwr Borough Local Plan and Bridgend UDP. That consent was subject to the construction of an interim relief road link and signalised junctions. However, those highway works are only sufficient to accommodate movements related to that development and cannot therefore be used as a means of progressing any further development west of the railway line.

Policy PLA7 Transportation Proposals

The following transportation proposals are allocated and safeguarded from development that would prevent their implementation:

Walking and Cycling Proposals

- PLA7(1)* Llynfi Valley Community Route;
- PLA7(2)* Improved links to the National Cycle Network in the Vale of Glamorgan;
- PLA7(3)* Bridgend and Porthcawl;
- PLA7(4)* Bridgend and Pencoed;
- PLA7(5)* Porthcawl and Pyle;
- PLA7(6)* Bryngarw Country Park and Brynmenyn;
- PLA7(7)* Bridgend and Bridgend Designer Outlet, at J36 of the M4;
- PLA7(8) Brynmenyn and Pencoed, via Heol y Cyw;
- PLA7(9) Porthcawl and Rest Bay;
- PLA7(10) Llangynwyd and Llangeinor;
- PLA7(11) Caerau and Pontyrhyl;
- PLA7(12) Bridgend Industrial Estate and Wildmill;
- PLA7(13) National Cycle Network 885 to Bridgend;
- PLA7(14) Wales Coastal Path;

Rail and Bus Proposals

- PLA7(15)* Improvements to the capacity of the Maesteg-Bridgend railway line;
- PLA7(16)* Bus corridor improvements in the Blaengarw-Bridgend, Maesteg-Bridgend, and Bridgend-Cowbridge strategic road corridors;
- PLA7(17)* New railway station at Brackla, Bridgend;

Public Transport Interchange Proposals

- PLA7(18)* Bridgend transportation interchange;
- PLA7(19)* Maesteg rail/bus interchange;

Park and Ride Proposals

- PLA7(20)* New park and ride facility at Brackla, Bridgend;
- PLA7(21)* New park and ride facility at Wildmill railway station, Bridgend;
- PLA7(22)* New park and ride facility at Pencoed railway station, Pencoed;
- PLA7(23)* Improvements to park and ride facility at Sarn railway station;

Park and Share Proposals

- PLA7(24)* New park and share facilities at M4 junction 35 and 36;

Highway Proposals

- PLA7(25)* Improvements at Eweny and Broadlands roundabouts, A48, Bridgend;
- PLA7(26)* Road dualling between Waterton and Laleston, A48/A473, Bridgend;
- PLA7(27)* Improvements to A4063 between Sarn and Maesteg

Those proposals marked with an asterix* are identified in the Sewta Regional Transport Plan.

3.3.16 Policy PLA7 safeguards and allocates the strategic transportation improvements which will provide opportunities to reduce congestion, and provide enhanced facilities for walking, cycling, and public transport, thus allowing appropriate reallocation of road space to deliver more sustainable travel within the County Borough. The majority of the proposals have been identified in the Sewta Regional Transport Plan (RTP) and are therefore Assembly-approved schemes. They all form part of the strategic

transport corridors in PLA5. Details of these schemes are set out in the RTP.

Walking & Cycling

3.3.17 In addition to the RTP walking and cycling schemes (PLA7(1) - PLA7(7)), a number of locally significant schemes have been identified (PLA7 (8) - PLA7 (13)). The provision of a high

quality network of dedicated walking and cycle routes is an essential element in realising the LDP Strategy and will promote sustainability, encourage healthier lifestyles and increased physical activity. To complement these proposals, Safe Routes to Stations and Safe Routes in Communities schemes will also be given priority.

3.3.18 Where known the proposals are safeguarded and allocated on the Proposals Map. Plan 2 illustrates the existing and proposed walking and cycle route network within the county borough and shows how the proposed routes on the Proposals Map fit with the current network. Further details can be found in the Council's Walking and Cycling Strategy.

3.3.19 The specific proposal identified under Policy PLA7(14) is being brought forward by the Council under the Wales Coastal Access Improvement Programme (WCAIP) which aims to improve access to the coast for local communities and visitors by creating a high quality walking route around the coast of Wales. The development of the Path is being funded by the Welsh Government, the European Regional Development Fund and the Council. Since the programme started in 2007 Bridgend has carried out a number of projects along its stretch of coast to improve paths and links and the identified route will complete the Coastal Path within Bridgend

Rail and Bus

3.3.20 Improving railways and bus infrastructure enhances public transport services and encourages more residents to rely less on the car, and helps reduce the number and length of car-borne journeys. The proposed schemes will lead to an improvement in journey times for both car and public transport users particularly during peak periods and therefore help reduce transport related environmental impacts.

3.3.21 PLA7 (15) Maesteg-Bridgend Railway Line capacity improvements. The Maesteg Railway line is an integral part of the Llynfi transport corridor. The proposal will increase the frequency of trains from one per hour to one every 30 minutes. This will include the introduction of a passing loop and may introduce opportunities for additional freight movement.

3.3.22 PLA7(16) Bus Corridor Improvements in the Blaengarw-Bridgend, Maesteg Bridgend, and Bridgend-Cowbridge strategic corridors. These improvements will include bus stop enhancements which may include new shelters, raised kerbs and carriageway enhancements encouraging greater use of public transport.

3.3.23 PLA7 (17) New Railway Station, Brackla. The proposed Brackla railway station will be situated on the main South Wales Railway line from London to Fishguard. It forms part of the Sewta initiative to promote seamless rail travel between Maesteg and Llanharan in neighbouring Rhondda Cynon Taff County Borough. The station will also provide an integrated facility that will comprise two platforms, a footbridge and cycle access. It also includes a park and ride facility identified in PLA 7(20).

Public Transport Interchange

3.3.24 PLA7 (18) Bridgend Transportation Interchange. This policy provides for a multi modal interchange to be developed in Bridgend Town Centre which will facilitate quick and easy transfer of passengers between all modes of travel. A physical link between the bus station and the railway station will be incorporated into the scheme which will also include a coach, bus and taxi interchange at the existing railway station.

3.3.25 PLA7 (19) Maesteg Rail/Bus Interchange. This scheme will provide an upgrade of the bus station and improved linkages between the bus station and the railway station.

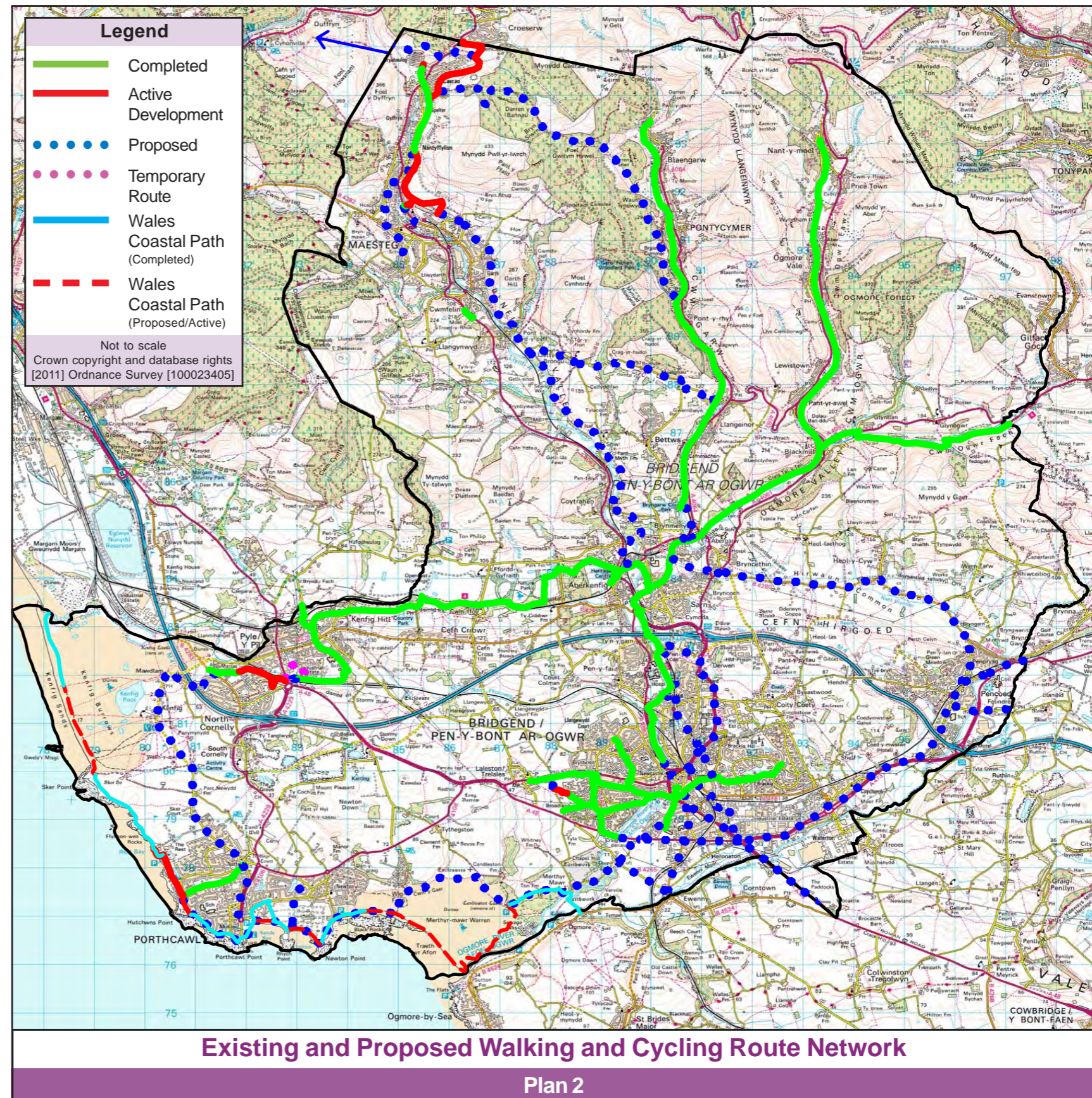
Park & Ride

3.3.26 PLA7 (20), (21) (22) and (23) Park and Ride facilities at Brackla Wildmill, Pencoed and Sarn will provide the opportunity for an effective interchange between cars and public transport to facilitate a reduction in the length and number of car-borne journeys especially for the journey to work. In addition, the Wildmill Park and Ride will provide a bus turning circle at the existing station which will permit bus and rail based park and ride operations.

Park & Share

3.3.27 PLA 7 (24) New Park and Share facilities at M4 Junctions 35 and 36. Park-and-share schemes are similar to park-and-ride sites but they differ in one respect: park-and-share sites are located adjacent to highways and do not serve as public transport nodes. Park-and-share schemes therefore provide a vital transportation source and widen choice by offering the opportunity, particularly for car users to pool and share journeys.

3.3.28 The proposed park-and-share site at J35 and J36 of the M4 on the core network will provide an interchange for car to car or car to bus transfers for shared journeys. It would reduce traffic levels on the motorway particularly during the peak period when motorways and motorway junctions are more likely to suffer severe stress.



Highway Proposals

3.3.29 PLA7 (25) Improvements at Ewenny and Broadlands Roundabout, A48, Bridgend CBC and PLA7 (26) road dualling between Waterton and Laleston A48/A473, Bridgend. There are capacity issues between Waterton roundabout and Laleston. These include the junctions and the adjoining links. Therefore works are proposed as part of the RTP 'Making Better Use' programme to improve the capacity of the junctions and the associated links across the corridor. These junctions will be upgraded to improve their capacity and efficiency.

3.3.30 PLA 7(27) Improvements to A4063 between Sarn and Maesteg. There are significant constraints along the A4063 which generate capacity and safety issues. Works will be carried out where possible along this route to improve both of these issues.

Policy PLA8

Development Led Improvements to the Transportation Network

Development led improvements to the transportation network will be undertaken at the following locations:

- PLA8(1) B4281/Heol Simonston Improvement, Bridgend;
- PLA8(2) M4 Junction 35;
- PLA8(3) Access to land west of Maesteg Road, Tondu;
- PLA8(4) Access to Parc Afon Ewenni Regeneration Area;
- PLA8(5) Access to Island Farm Strategic Employment Site;
- PLA8(6) Access to land east of A4065, Abergarw.

3.3.31 A number of allocations for development have been made in the LDP which are likely to have a significant impact on the existing transportation network. Policy PLA8 of the Plan lists the transportation improvement schemes that should overcome the anticipated problems for the network as a consequence of the new development proposals.

PLA8 (1) B4281/Heol Simonston Improvement, Bridgend

3.3.32 The North East Brackla Regeneration Area (PLA3(2)) will increase volumes of traffic along Heol Simonston down to its junction with the A473 at Coychurch Roundabout. The route is generally sub-standard in terms of its width, alignment, visibility, provision of pedestrian facilities and the lay out of junctions, and is not suitable to accommodate the traffic generated by the proposed developments; therefore, it must be improved to enable the development to proceed. The works will, where appropriate, include realignment of the carriageways, junction improvements and capacity enhancements, and provision of walking and cycling facilities to eliminate conflict with the additional traffic generated.

PLA8 (2) M4 Junction 35

3.3.33 The M4 Motorway junction 35 at Pencoed is an important strategic junction in the county borough. Funding for the highway improvement has been deposited with the council in respect of the Llanilid Film Studio site and Pencoed Technology Park and is likely to be sought for further development on the Llanilid Opencast site to cater for any predicted increased traffic levels on the junction and its approaches, arising from that development in Rhondda Cynon Taf. The junction is reaching capacity and will not accommodate all of the additional traffic movements generated by further development without improvement. Therefore land has been protected for the future improvement of the motorway roundabout. It is anticipated that the junction's capacity can be improved on a phased basis to accommodate new developments as they come on stream.

3.3.34 Developer's whose new developments, or expansion of existing developments, which have an impact on Junction 35 will be required to improve the junction's capacity to a level where it can accommodate additional traffic movements (generated by the development(s)) without detrimental effects being imposed on either local or strategic traffic movements.

PLA8 (3) Access to land West of Maesteg Road, Tondu

3.3.35 The land to the west of Maesteg Road (A4063), Tondu (PLA3 (10)) has been identified in the LDP for proposed mixed use development of employment, residential, education and retail uses. The A4063 highway to the south of the nearby railway bridge is up to the necessary standard to accommodate the traffic movements related to the proposed development of the site. However, as it proceeds north from the traffic signals, beneath the railway bridge, then bearing sharply eastwards, the highway is sub-standard with poor visibility and several existing accesses.

In order that the site can be developed fully and comprehensively, the A4063, Maesteg Road, north of the existing traffic signals will need to be re-aligned to allow for an appropriate access to be constructed to serve the development.

PLA8 (4) Access to Parc Afon Ewenni Regeneration Area, Bridgend

3.3.36 Parc Afon Ewenni Regeneration Area (PLA3 (4)) requires the adoption of a masterplan and land-owner agreement (between the major land owners) that would effectively link the various elements of the development. This would ensure the implementation of the necessary on-site facilities and highway infrastructure requirements; to include a new roundabout access on the A473 and sustainable and safe walking routes connecting the site and the wider urban area.

PLA8 (5) Access to Island Farm Strategic Employment Site, A48, Bridgend

3.3.37 Land at Island Farm, Bridgend is identified as a Strategic Employment Site (SP9(2) refers), which is based on a number of requirements, one of them being that it is highly accessible from the M4 corridor. To provide this effective access, and thereby conform to the requirements of the highway network, the development of the site will require a new junction to be constructed on the A48 at a location which will affect, and have to include junction facilities for, Merthyr Mawr Road (North and South of the A48). Therefore, careful consideration must be given to this development to ensure that it introduces mitigation to overcome any adverse effect on the efficiency of the surrounding highway network.

PLA8 (6) Access to land east of A4065 Abergarw

3.3.38 The land to the east of A4065 has been identified as a future housing site (COM1 (32)) Ogmor Comprehensive School. The existing school access road is constrained and not considered capable of facilitating access to a new residential development. Housing on this area should incorporate a new access of an appropriate standard onto the highway and an associated highway improvement. The works should include potential realignment of the A4065 carriageway, widening to incorporate a harbouring facility, associated roundabout improvement and enhanced pedestrian and cycling facilities including crossing provision to eliminate conflict with the additional traffic generated.

PRODUCING HIGH QUALITY SUSTAINABLE PLACES

3.3.39 Developers and/or landowners of the allocations associated with the above schemes will be required to enter into planning obligations/agreements with the Council to ensure that the appropriate highway works and improvements will be provided in addition to any other relevant planning requirements. It is anticipated that these improvements to the transport network will be entirely funded by the developments they are associated with.

3.3.40 It is also emphasised that the Council will require appropriate contributions from developers/landowners of sites which have a 'connection' not only with those highway improvement schemes listed under Policy PLA8 but also with any other policies, objectives, and aims of the LDP and RTP which it considers to be 'material' to the satisfactory development of those site(s), providing that the requirements of the 'legal test' for such a 'connection(s)' is (are) met.

Policy PLA9 **Development affecting Public Rights of Way**

Development proposals that do not cater for 'public rights of way' and/or do not protect the existing or proposed network for public use, will not be permitted.

Proposals for alternative routes for a public right of way should provide a route of similar or improved quality to that of the existing route.

3.3.41 'Public Rights of Way' as referred to in Policy PLA9 relate to non-carriageway highways. They include existing and proposed footpaths, bridleways, restricted byways, byways open to all traffic, and cycle tracks, all of which are statutory highways.

3.3.42 Footpaths and bridleways were originally a vital means of getting to work, visiting relatives and friends, and accessing many other activities. Today, many of these journeys are undertaken using a motor car or alternative forms of transport, and these facilities are more usually seen as a recreational asset. However within the context of fostering more sustainable development and communities it is important that walking and cycling, as means of travel, is encouraged. Existing public rights of way should, therefore, be protected and developed to meet the needs of the pedestrian and cyclist. The Council will therefore protect public rights of way to favour walking, cycling and where appropriate horse riding.

3.3.43 Development must cater for existing rights of way by either protecting the right of way, or providing an equally effective and attractive alternative route. In either case, the right of way affected by the development must provide a safe and pleasant environment for all pedestrians to encourage its future use. Cycling, like walking, does not create pollution and is a sustainable mode of transport to be encouraged. Development must also cater for cycle tracks either by protecting the existing tracks, or by providing an equally effective alternative route, which is safe and pleasant to use.

3.3.44 The design layout for residential, employment, retail, leisure and other developments will be expected to incorporate provision for walking and cycling and, where possible, links or access to the developing walking and cycling networks.

Policy PLA10 **Safeguarding of Disused Railway Infrastructure**

Development which inhibits the potential re-opening of disused or redundant railway infrastructure or their re-use for alternative transport purposes, will not be permitted.

3.3.45 A number of existing pedestrian and cycle routes have been implemented through the re-development of disused railway infrastructure. There are still a number of disused railway lines in the County Borough which have potential for transport related development and the remaining sections will be assessed in terms of their suitability for redevelopment as transport routes. Policy PLA10 will therefore safeguard all disused railway infrastructure from non-transport development, until an assessment has been made of their suitability for future transportation schemes.

Policy PLA11 **Parking Standards**

All development will be required to provide appropriate levels of parking. This should be in accordance with adopted parking standards.





3.3.46 In accordance with guidance provided in paragraph 8.4.3 of PPW 2010, the Council, in association with other local authorities in Sewta, has adopted regional parking standards that endorse maximum levels of parking provision in developments. In order to give the regional standards local relevance, the Council's Supplementary Planning Guidance on Parking provides detailed guidance on the way in which Policy PLA11 will be applied in particular circumstances and areas.

3.3.47 All development proposals will be expected by the Council to have due regard to, and, wherever appropriate, conform with its up-to-date and/or adopted parking guidelines and standards over the period of the LDP.

Protecting and Enhancing the Environment

4.1 Natural Environment

Strategic Policy SP4

Conservation and Enhancement of the Natural Environment

Development which will conserve and, wherever possible, enhance the natural environment of the County Borough will be favoured.

Development proposals will not be permitted where they will have an adverse impact upon:

- The integrity of the County Borough's countryside;
- The character of its landscape;
- Its biodiversity and habitats; and
- The quality of its natural resources including water, air and soil.

Areas having a high and/or unique environmental quality will be protected and the following strategically important areas within the County Borough will specifically be protected from inappropriate development which directly or indirectly impacts upon them.

- SP4(1) Natura 2000 Network Sites (including Special Areas of Conservation (SACs);
- SP4(2) Sites of Special Scientific Interest (SSSIs);
- SP4(3) Kenfig and Merthyr Mawr National Nature Reserves (NNRs);
- SP4(4) The Glamorgan Heritage Coast.

LDP Objectives: 2a, 2b, 2c



PROTECTING AND ENHANCING THE ENVIRONMENT

4.1.1 The LDP Strategy acknowledges that the County Borough has a rich and varied biodiversity, in terms of species and habitats, which requires continued protection. For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact, in order to conserve and enhance biodiversity.

4.1.2 Wherever possible, the LDP Strategy seeks to enhance the biodiversity of the County Borough through native species landscaping, careful location of development, the creation of green corridors, and open space management. The various grant regimes and local regeneration initiatives such as Woodland Management Schemes will also assist in achieving the aim. Only in exceptional circumstances where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.

4.1.3 Policy SP4 also conserves and wherever possible enhances the landscape quality as part of the natural environment within the County Borough. A high level of protection is afforded to all areas identified as having high and/or unique landscape importance, particularly the nationally important Glamorgan Heritage Coast and the outstanding historic landscapes of Kenfig and Merthyr Mawr Warren, and other regionally and locally important areas designated as 'Special Landscape Areas' (See Policy ENV3) all of which are included in the Proposals Map. Other features in the landscape which contribute to its distinctive local character, such as agricultural land quality and Common Land, will also be taken into account and afforded the appropriate level of protection. The *Landscapes Working for Bridgend County Borough Strategy* sets out a clear vision for the landscape and ecological assets of the County Borough. The design principles and guidelines in the strategy will be used in the assessment of relevant planning applications to ensure the design of the development respects its local context.

4.1.4 Policy SP4 seeks specifically to protect statutorily designated sites of international or national importance. This policy, together with future development control decisions should therefore reflect the relative significance of the site for nature conservation, placing particular emphasis on the protection of internationally important sites. SAC designations are shown on the Proposals Map, and represent the 'highest tier' of sites of

importance for nature conservation in the County Borough. SAC sites form part of the Natura 2000 network of European designated sites. The LDP Habitats Regulation Assessment (HRA) concludes that future development may have an impact on water resources affecting Kenfig and Cefn Cribwr SACs and air quality affecting Blackmill Woodlands SAC. Development will therefore not be permitted in the vicinity of these areas where monitoring by the Council, Environment Agency Wales or Welsh Water indicates that there would be an over abstraction of water or decrease in air quality.

4.1.5 Development proposals affecting those sites will be rigorously examined. Development proposals will need to be screened to assess their potential impact (directly and indirectly) on SACs and other Natura 2000 network sites. Assessment will need to take into account the effects on water quality and quantity; air quality; human impact and coastal change amongst others. Habitats Regulations Assessments (HRAs) will be required by the local planning authority to determine whether a proposal is likely to have a significant direct or indirect impact (on its own or cumulatively with other proposals) on internationally important sites, and the comments of the CCW as the statutory advisor on nature conservation matters will be material to its consideration. Legislation provides that where it appears that development would have an adverse effect upon those sites, the Council is not able to grant planning consent for such a proposal, but must either refer it to the Welsh Government, or refuse it.

4.1.6 The Glamorgan Heritage Coast covers one of the finest stretches of undeveloped coast in England and Wales and its landscape is important within the national context. As such, it occupies the highest tier of landscapes of importance in the County Borough. It merits a very high degree of protection in planning policy. Development which is likely to have a detrimental impact on the landscape of the area will only be permissible under the most exceptional of planning circumstances, and then only if it is of such importance to the national interest that the preservation of the undeveloped natural beauty of these areas are outweighed. There must also be indisputable evidence that there are no alternative sites elsewhere which can accommodate the proposal.

The Integrity of the Countryside

Policy ENV1 Development in the Countryside

Development in the countryside of the County Borough will be strictly controlled.

Development may be acceptable where it is necessary for:

- 1) Agriculture and/or forestry purposes;
- 2) The winning and working of minerals;
- 3) Appropriate rural enterprises where a countryside location is necessary for the development;
- 4) The implementation of an appropriate farm diversification project;
- 5) Land reclamation purposes;
- 6) Transportation and/or utilities infrastructure;
- 7) The suitable conversion of, and limited extension to, existing structurally sound rural buildings where the development is modest in scale and clearly subordinate to the original structure;
- 8) The direct replacement of an existing dwelling;
- 9) Outdoor recreational and sporting activities; or
- 10) The provision of Gypsy Traveller accommodation.

Where development is acceptable in principle in the countryside it should where possible, utilise existing buildings and previously developed land and/or have an appropriate scale, form and detail for its context.

4.1.7 The countryside, for the purposes of the LDP, is defined as land lying outside of the designated settlement boundaries (defined by Policy PLA1). A number of site specific proposals in the LDP are located outside of these boundaries. Although these allocations are located in the countryside, there would be a general presumption in favour of their development for the specific purposes of their designation, subject to satisfying other policies in the plan.

4.1.8 The countryside should be protected for its own sake (i.e. for its beauty, landscape quality, natural resources, and its agricultural, ecological, geological, physiographic, historical, archaeological and recreational value). Development in the countryside should benefit the rural economy, whilst maintaining or enhancing the environment. Therefore new building in the countryside outside defined settlements or areas allocated for development in the LDP will be strictly controlled.

PROTECTING AND ENHANCING THE ENVIRONMENT

4.1.9 The Council recognises the value which people place on the countryside of the County Borough. Because of the increasing pressures for rural development, a robust planning policy framework is essential to reconcile such development with the need to protect the countryside.

4.1.10 It is accepted that certain developments may be appropriate in the countryside, provided that they will encourage rural enterprise and bring wider community benefits to the County Borough or region. Examples are mineral extraction, or improvements to transportation, or essential utility service infrastructure, where these developments could not be located in neighbouring designated settlements. However these developments will still need to meet other policies in the Plan, particularly those in relation to nature and environmental protection.

4.1.11 Policy ENV1 therefore represents the starting point for the assessment of all future development proposals for development in 'the countryside' of the County Borough. The policy will not be set aside lightly, in the interests of maintaining the integrity of the countryside.

Policy ENV2

Development in Green Wedges

Development which causes, or contributes to, the coalescence of settlements or reduces the openness of land between settlements will not be permitted.

The following areas of land have been specifically designated as Green Wedges:

- ENV2(1) Coity and Bridgend;
- ENV2(2) Tondu and Coytrahen;
- ENV2(3) Coychurch and Pencoed;
- ENV2(4) Bridgend and Laleston;
- ENV2(5) Bridgend and Sarn;
- ENV2(6) Kenfig Hill and Cefn Cribwr;
- ENV2(7) Cwmfelin, Llangynwyd and Ponrhydycyff;
- ENV2(8) Penyfai and Aberkenfig;
- ENV2(9) Penyfai and Bridgend;
- ENV2(10) Aberkenfig and Sarn;
- ENV2(11) Bridgend and Eweny;
- ENV2(12) Kenfig and Mawdlam;
- ENV2(13) Blackmill and Pantyrwel;
- ENV2(14) Nantymoel and Ogmore Vale.

4.1.12 Protection of the integrity of individual settlements is a well-established principle of planning policy which the Council will continue to rigorously apply. Policy ENV2 reinforces this by allocating certain areas of the County Borough as 'Green Wedges'. Advice contained in Planning Policy Wales states that the purpose of a Green Wedge is to:-

- To prevent the coalescence of settlements;
- To manage urban form through controlled expansion of urban areas;
- To assist in safeguarding the countryside from encroachment;
- To protect the setting of an urban area(s); and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

4.1.13 The Council acknowledges that the rigorous application of settlement boundaries as limits to urban built development, as defined in Policy PLA1, will achieve most of the aims listed above. However, the Council considers that, due to the proximity of some neighbouring settlements and/or development pressure, some areas of countryside are more vulnerable than others in terms of coalescence with one another. Therefore, in the LDP the overriding purpose of the Green Wedge allocations is for their primary function, namely to prevent the coalescence of settlements.

4.1.14 'Green Wedges' perform this function by maintaining an open area of countryside between settlements, and thereby afford a higher degree of protection for that land which lies beyond the designated settlement boundaries. The areas identified under Policy ENV2 are between settlement boundaries which are either already close enough where distance alone makes them vulnerable to coalescence, or are areas known to have been subject to past pressures for inappropriate development, which would reduce the openness between settlements to a point where they would be vulnerable to coalescence. Although the prevention of coalescence has been the primary purpose of designation, consideration of 'protecting the setting of an urban area', especially along highly visible and potentially easily developable road frontages has also been taken into account as part of the green wedge methodology which is considered in more detail in the Background Paper to the LDP.

Landscape Character

Policy ENV3

Special Landscape Areas

Development in Special Landscape Areas (SLAs) will only be permitted where:

- 1) It retains or enhances the character and distinctiveness of the SLA;
- 2) The design of the development reflects the building traditions of the locality in its form, materials and details, and/or assimilates itself into the wider landscape; and
- 3) The proposed development is accompanied by a landscape assessment which takes into account the impact of the development and sets out proposals to mitigate any adverse effects.

In this respect, the following areas have been designated as Special Landscape Areas:

- ENV3(1) Foel y Dyffryn;
- ENV3(2) Northern Uplands;
- ENV3(3) Western Uplands;
- ENV3(4) Bryngarw Country Park;
- ENV3(5) Mynydd y Gaer;
- ENV3(6) Kenfig Burrows;
- ENV3(7) Laleston;
- ENV3(8) Porthcawl Coast;
- ENV3(9) Merthyr Mawr Warren.

The settings of SLAs will be protected with consideration of the views from those areas to the settlements of the County Borough. New Development within settlements should be designed to provide an attractive transition between the urban area and the countryside.

PROTECTING AND ENHANCING THE ENVIRONMENT

4.1.15 A consistent characterisation and definition of landscapes and sites is now possible throughout South East Wales as the Council participated in a consortium of local authorities to progress a project using the “Landmap” methodology for landscape assessment, as recommended by the Countryside Council for Wales (CCW). This assessment includes the many facets of the landscape and provides a clearer context for the landscape designations in development plans.

4.1.16 In a collaborative exercise in 2007 a consortium of South East Wales Local Authorities (including Bridgend) commissioned consultants to produce criteria for the designation of ‘Special Landscape Areas’. Fundamental to this assessment procedure methodology is the use of the LANDMAP data which is split into five character areas to critically evaluate the quality of the landscape across different spatial ‘aspect areas’.

4.1.17 The Council has since commissioned further work to take forward this methodology to recommend specific boundaries for SLAs in the County Borough. This assessment recommended that nine areas warranted consideration for inclusion in the LDP. These ‘candidate SLAs’ are designated in Policy ENV3 and have been transposed on to the LDP Proposals Map.

4.1.18 Special Landscape Areas are those which are important locally within the County Borough in the context of a sub-regional assessment framework. It should be noted that some of these designations coincide, overlap or are inclusive of other regionally or nationally important environmental designations that are made for landscape reasons and other purposes not related to landscape considerations. Development within these SLAs will not be favoured unless adequate measures can be taken to reduce any adverse effects and/or visual intrusion posed by the proposals to minimum acceptable levels in planning terms. Likewise, the integrity of the SLAs will be maintained by ensuring that development within urban areas does not materially impact upon the wider landscape viewable from within the SLA itself.

Biodiversity and Habitats

Policy ENV4

Local/Regional Nature Conservation Sites

Development within or adjacent to a:

- ENV4(1) Local Nature Reserve (LNR);
- ENV4(2) Site of Importance for Nature Conservation (SINC); or
- ENV4(3) Regionally Important Geodiversity Site (RIGS);

should be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role.

Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.

4.1.19 In order that an holistic approach is taken to nature conservation and/or areas of scientific interest in the County Borough, Policy ENV4 builds on Strategic Policy SP4 and provides a second tier of protection above that afforded by national policy which is necessary to protect those sites defined in the LDP as being of regional or local importance.

4.1.20 The regionally and locally important sites identified in Policy ENV4 (which include all designated *Local Nature Reserves*, *Sites of Importance for Nature Conservation*, and identified *Regionally Important Geodiversity Sites*) are important to biodiversity and the conservation of scientific interest in the County Borough.

4.1.21 Where development is considered to outweigh protection of these regionally and locally important sites, developers must demonstrate that every attempt has been made to minimise impact on the site and/or to provide compensatory or mitigation measures for any loss of the site, its biodiversity or its scientific interest. Proposals must also include measures for the longer term maintenance of the site (including any habitats) to ensure that they remain sustainable. In respect of biodiversity, the *Local Biodiversity Action Plan* will represent a major consideration in determining the propriety of impact mitigation or replacement of any site subject of Policy ENV4.

4.1.22 All of these sites are addressed in the Council’s adopted *Local Biodiversity Action Plan (LBAP)*, which offers *Supplementary Planning Guidance (SPG)* to assist in the planning and management of those sites. Those *SINCs* already included in the Council’s *LBAP* have been validated on a scientific basis prior to their inclusion in that document. Any additional sites to be promoted will go through the same process of validation before inclusion in any future review of the *LBAP*. All existing and proposed *LNRs* and *RIGS* are shown on the Proposals Map of the LDP; however, in the interests of clarity, and in view of their number and variety in terms of scale, *SINCs* are excluded from the Proposals Map. Full details of the latter are already included in the Council’s *LBAP* as adopted *Supplementary Planning Guidance* and will be revised in conjunction with the LDP.

Policy ENV5

Green Infrastructure

Green infrastructure will be provided through the protection and enhancement of existing natural assets and the creation of new multi-functional areas of green space. Green infrastructure corridors will connect locations of natural heritage, green space, biodiversity or other environmental interest. They will be safeguarded through:

- 1) Not permitting development that compromises their integrity and therefore that of the overall green infrastructure framework;
- 2) Using developer contributions to facilitate improvements to their quality and robustness;
- 3) Investing in appropriate management, enhancement and restoration, and the creation of new resources.

4.1.23 Green Infrastructure is a network of multifunctional green spaces, natural features and environmental management systems which help to provide a natural life support system for people and wildlife. They can provide opportunities for recreation and tourism, public access, education, biodiversity, water management, the protection and enhancement of the local landscape and mitigation of and adaption to climate change and the effects of Peak Oil. Elements of Green Infrastructure include:-

PROTECTING AND ENHANCING THE ENVIRONMENT



- Parks and gardens;
- Amenity green space (eg village greens, playing fields);
- Natural and semi-natural urban green spaces (eg grassland, woodland, wasteland, open and running water);
- Green corridors (eg rivers, road and rail corridors and public rights of way including cycling routes, footpaths and bridal ways);
- Other areas (such as allotments, cemeteries and churchyards).

4.1.24 This network of land and water supports biodiversity, maintains natural and ecological processes, sustains air and water resources, ameliorates adverse effects of climate change and contributes to the health and quality of life of people and communities.

4.1.25 By adopting the green infrastructure approach, development schemes may be adapted or designed to provide: improved connectivity through footpaths and cycle routes; space for nature that contributes to the local or sub-regional pattern of connected habitat, and imaginative recreational facilities that give educational and physical health benefits to local people. The Green Infrastructure Approach will therefore be used in the context of providing new outdoor recreation facilities, as required by Policy COM11 and the implementation of various recreation proposals for new playing fields, public open space, accessible natural greenspace, allotments etc. detailed in Policies COM12, COM13 and COM14. Further guidance on this will be issued in the form of a Green Infrastructure Plan as Supplementary Planning Guidance (SPG).

Policy ENV6 Nature Conservation

Proposals for development or redevelopment will be required to:

1. In the first instance, retain, conserve, restore and enhance wherever possible existing:
 - a) Woodland;
 - b) Trees;
 - c) Hedgerows;
 - d) Wetlands;
 - e) Watercourses;
 - f) Ponds;
 - g) Green Lanes/Wildlife Corridors;
 - h) Geological Features;
 - i) Other Natural Features or Habitats.
2. Where this is demonstrated not to be possible, translocation or replacement will be required as part of mitigation or compensatory measures in order to secure biodiversity including future management programmes.
3. Avoid or overcome harm to nature conservation assets and/or species of wildlife which may be either resident, in-situ or which can be demonstrated to have frequented habitats within the site on a migratory basis.

4.1.26 The Natural Environment and Rural Communities (NERC) Act 2006 places a statutory duty on public bodies to conserve biodiversity. 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 ENV6 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.

4.1.27 Every opportunity must be taken to record important biodiversity features within a site prior to their displacement and ongoing management, or in the worst case scenarios, before such features may be permanently lost. The latter situation will, however, be avoided wherever possible by the Council requiring appropriate mitigation and compensatory measures in order to secure the future biodiversity of those sites. These measures will be secured by means of planning conditions and/or planning obligations or agreements with developers.

4.1.28 The protection and enhancement of wildlife corridors and networks is considered to be essential to secure the longer-term protection of biodiversity in the County Borough. Development proposals must therefore take into account, and should not adversely affect (but seek to restore and enhance), the integrity or continuity of existing landscape features, landforms and habitats of importance to local fauna and flora. The Council will therefore expect potential developers to provide for the necessary ongoing conservation and management of wildlife corridors in their development proposals, and, as a last resort, provide for the local replacement of those features which support and provide corridors for wildlife.

4.1.29 Schedules 5 and 8 of the *Wildlife and Countryside Act 1981* and Part III of the *Conservation (Natural Habitats & etc.) Regulations (1994)* (as amended) give special protection to a wide range of animals and plants and introduces penalties for disturbing their habitats. The protection of these species is not confined to designated areas, but must be taken into account wherever a planning application may affect those species and their habitats

4.1.30 Woodland, small groups of trees, individual trees and hedgerows are aspects of biodiversity, and, as such, make a particularly beneficial contribution to the natural and built environment. Areas of woodland can also be a significant feature in the landscape, providing opportunities for local nature conservation, and they may lessen the impact of air pollution, so assisting in redressing the process of global warming and climate change. It is important, therefore, that development or other activities which may be detrimental to trees and nature conservation should be minimised and mitigation / compensation of a scale and value appropriate to the damage or loss provided, and for planned management of the County Borough's woodland and forestry resources to be encouraged.

4.1.31 The implementation of Policy ENV6 is anticipated to be complemented by a dedicated Supplementary Planning Guidance (SPG) which will be produced by the Council in due course.

PROTECTING AND ENHANCING THE ENVIRONMENT

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
4

Page
36

Policy ENV7

Natural Resource Protection and Public Health

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 to health, biodiversity and/or local amenity due to:

- 1) Air Pollution;
- 2) Noise Pollution;
- 3) Light Pollution;
- 4) Contamination (including invasive species);
- 5) Land Instability;
- 6) Water (including groundwater) Pollution;
- 7) Any other identified risk to Public Health or Safety.

Development in areas currently subject to the above will need to demonstrate mitigation measures to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.

4.1.32 Various types of pollution may cause significant damage to human health, biodiversity, quality of life and residential amenity, as well as having an impact on both the natural and built environment. Policy ENV7 ensures that developments that would result in unacceptably high levels of noise, light, water or air pollution are located away from residential areas and other sensitive uses. The policy will also ensure that development proposals are not located in close proximity to existing sources of pollution which have not previously been addressed.

4.1.33 Developments and operations involving scrub clearance and soil removal off-site can have implications for the spread of invasive species, some of which, such as Japanese knotweed and Himalayan balsam are subject to the Environment Agency's licence control measures as part of the Environmental Protection Act (1990). Advice should, therefore, be sought prior to clearance works as to whether a site is contaminated with invasive species and what measures are required to ensure that these species do not spread to neighbouring land or other areas where cleared material containing invasive species is deposited. The Environment Agency should be consulted if it is intended to use pesticides/herbicides in or near all aquatic habitats, to include all watercourses, waterbodies and areas of open water and wet grassland.

4.2 Built and Historic Environment

Strategic Policy SP5

Conservation of the Built and Historic Environment

Development should conserve, preserve, or enhance the built and historic environment of the County Borough and its setting.

In particular, development proposals will only be permitted where it can be demonstrated that they will not have a significant adverse impact upon the following heritage assets:

- SP5(1) Listed Buildings and their settings;
- SP5(2) Conservation Areas and their settings;
- SP5(3) Scheduled Ancient Monuments;
- SP5(4) Sites or Areas of Archaeological Significance;
- SP5(5) Historic Landscapes, Parks and Gardens; or
- SP5(6) Locally Significant Buildings and Areas of Historical Importance.

LDP Objective: 2a

4.2.1 Care for the Built and Historic Environment is fundamental to the LDP Strategy and to achieving sustainable development. Development proposals must take account of heritage assets where these are directly or indirectly affected. Development which directly affects architecturally or historically important buildings, conservation areas, ancient monuments, archaeological sites, historic landscapes, parks and gardens (or their settings) must take account of their specific characteristics and ensure that the heritage assets are preserved and/or enhanced. Occasionally the built or natural heritage will be a constraint, the need for preservation outweighing the benefit of development. More often a heritage asset will be an opportunity for the restoration and re-use of historic buildings, for the strengthening of local identity through respect for local characteristics of design, for the interpretation of hidden heritage assets, or for the enhancement of the characteristic natural environment.

4.2.2 The strategy requires high quality design and carefully-sited development that is both in keeping and scale with its location, and which is sensitive to the character of the historic built and natural environment. The various grant schemes available, and local regeneration initiatives, will assist in achieving this aim.

4.2.3 The built heritage comprises the following statutorily-recorded heritage assets:

1. The very special buildings and structures - the 'listed buildings'. These are noted for their regional or national importance as being of special architectural or historic interest. There are 362 listed buildings in Bridgend County Borough.
2. The special structures and earthworks that have particular archaeological significance - the 'ancient monuments'.
3. The noted areas of particular architectural or historic interest - the 'conservation areas'. There are 15 conservation areas in Bridgend County Borough.

4.2.4 These components of the built heritage are protected by other Acts of Parliament separate from the Planning Acts. Accordingly, the LDP does not need to include specific policies directly relevant to these matters. BCBC does, however, strongly value these heritage assets, and any development proposals which affect a listed building, an ancient monument, or a conservation area, or the settings of any of these, should take full account of the relevant but separate legislation and advice. The design and access statement accompanying any application for planning permission should, where relevant, clearly set out how the development is compatible with the preservation, conservation, or enhancement of a statutorily noted heritage asset.

4.2.5 The built heritage also comprises the following:

1. Noted historic parks and gardens. There are five such parks and gardens in Bridgend County Borough which have been included on the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, drawn up by Cadw. These parks and gardens have no statutory protection, but they must be taken into account when development proposals are made that either affect them directly or that affect their setting.
2. Heritage buildings and structures which have a particular architectural or historic interest in the immediate local context while not meeting the strict quality standard for inclusion on the statutory list. The County Borough Council is currently preparing a schedule of these buildings, which will form the basis of a 'local list' that will, after public consultation, be adopted as supplementary planning guidance.
3. All the other modest background buildings that contribute to local identity, that reflect the continuity of local history, and that act as a collective memory that binds the community of Bridgend County Borough together.
4. The history embodied in the unscheduled archaeological record.

PROTECTING AND ENHANCING THE ENVIRONMENT

4.2.6 These elements of the built heritage have no direct statutory protection, but are of great significance to the quality of the environment and the special identity of Bridgend County Borough.

Listed Buildings

4.2.7 Bridgend County Borough Council considers that listed buildings and their settings play a significant role in the townscape and landscape of the County Borough. It therefore attaches importance to their conservation.

4.2.8 Once a building is listed (or is subject to a Building Preservation Notice) no work to the interior or exterior of the building, or to buildings within its curtilage, that would affect the special architectural or historic interest of the building can be undertaken without Listed Building Consent. This can include work that would not require planning permission under the provisions of the Planning Acts.

4.2.9 Listed building control is subject to the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. Advice is set out in Circular 61/96. There is no statutory requirement to have regard to the provisions of the development plan when considering an application for listed building consent. It is strongly recommended, however, that owners or developers seek early advice from the County Borough Council prior to making an application for listed building consent.

4.2.10 Where policy SP5 is particularly relevant, however, is in the case of development that affects the setting of a listed building. Listed building consent is not required if the development only affects the setting, but considerable damage can be done to the architectural or historic interest of the listed building if the development is insensitive in design, scale or positioning.

4.2.11 The setting of a listed building is often an essential feature of its character. The setting may be limited to the immediate surroundings, but it can extend for a considerable distance. A proposed development might affect the gardens or parkland of a major house, or the street setting of an urban building that forms a important visual element of that street. A high building may adversely affect views of a listed building even though it is far from that building.

4.2.12 Policy SP5 requires that development proposals take full account of the setting of any listed building in the vicinity and that developers demonstrate that the setting will not be harmed. The Council intends to produce Supplementary Planning Guidance (SPG), as part of its *Built Heritage Strategy* which will expand upon this policy and reflect the local situation, characteristics and vernacular of the historic environment in the County Borough to assist developers for the implementation of this policy.

Locally Significant Buildings

4.2.13 Many buildings and structures that do not reach that very special standard which merits inclusion on the statutory list are nevertheless of value to the identity of the County Borough for their design, materials, social and historical associations and/or contribution to the local scene. An inventory of such buildings - the 'Local List', is currently being prepared as part of the Built Heritage Strategy. The inventory, which will include details of the interest of each building, will, after public consultation, be adopted as Supplementary Planning Guidance.

4.2.14 While inclusion on the local list will not bring any additional statutory protection to the buildings, it is the intention of policy SP5 to ensure that full consideration is given to the conservation and continued use of such buildings, as part of the protection and enhancement of the special identity of Bridgend County Borough.

Conservation Areas

4.2.15 The fifteen conservation areas designated to date are identified on the LDP Proposals Map. Bridgend County Borough Council will be preparing a conservation area character appraisal for each conservation area as part of the Built Heritage Strategy.

4.2.16 Each of these appraisals will be prepared in draft, and following public consultation and any necessary amendment, will provide a clear and agreed definition of those elements which contribute to the special character or historic interest of the area. An appraisal also facilitates the development of a robust policy framework for the future management and enhancement of the conservation area, against which planning applications will be considered.

4.2.17 Both policy SP5 and the forthcoming conservation area character appraisals will not inhibit necessary adaptation and change in the designated and future conservation areas. It is essential, however, that future development does not destroy or devalue their character and appearance.

4.2.18 There are special controls on demolition and development within conservation areas, under the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. Reference should be made to this and to Circular 61/96: Planning and the Historic Environment -Historic Buildings and Conservation Areas. It is also recommended that owners or developers seek early advice from the County Borough Council prior to making an application for demolition or development within a conservation area.

Policy ENV8 Heritage Assets and Regeneration

Development which respects and utilises heritage assets and which preserve, conserve, or enhance the local distinctiveness of the County Borough will be permitted.

Development which would materially harm heritage assets and features will not be permitted.

4.2.19 Bridgend County Borough Council values its built heritage. The built heritage is at the heart of local identity. The Council sees heritage assets as vital elements of the regeneration of the County Borough. Heritage-led regeneration maintains and strengthens the unique local identity that underlies the memorability and attractiveness of the Borough to inward investment. The built heritage offers guidelines for new development that strengthens the character of Bridgend County Borough.

4.2.20 Restoration and re-use is also a basic principle of developing sustainably. Standing buildings represent an investment of material and energy that should not be lightly cast aside. Bridgend County Borough Council is preparing a Built Heritage Strategy with the objective of collating information about the heritage assets of the County Borough and setting out an action plan for their conservation.

4.2.21 New developments within historic areas should be designed in such a way as to preserve or enhance their special character. By retaining characteristic elements of their layout, for example, visually and architecturally important spaces can be protected or created, thereby making a positive contribution to the appeal of the area. Rundown historic areas or buildings can be regenerated by environmental improvement schemes.

PROTECTING AND ENHANCING THE ENVIRONMENT

Bridgend Local
 Development
 Plan 2006-2021

DEPOSIT
 PLAN

WRITTEN
 STATEMENT

Chapter
4

Page
38



4.2.22 Sustaining the historic environment is not just about preserving the past, but is also concerned with the present, and the future. Conservation of the historic and built heritage is not about static preservation, but is rather a part of a longer-term process which extends well beyond the lifespan of the LDP. Policy ENV8 recognises that a key element in that process is the need to recognise 'local distinctiveness' in the historic environment as a balance to the widespread emphasis on a few select sites of national importance. It also recognises the important role of Conservation Areas and Listed Buildings in delivering good quality regeneration of our local communities whilst still cherishing their historical significance.



4.3 Minerals

Strategic Policy SP6

Minerals

A contribution to the national, regional and local demand for a continuous supply of minerals, in a sustainable manner, will be achieved by:

- 1) Maintaining a minimum 10 year supply of aggregates throughout the plan period;**
- 2) Safeguarding identified areas of high quality finite resources of coal, sand and gravel, limestone and sandstone;**
- 3) Promoting the efficient usage of aggregates, promoting the use of commercial and demolition waste and secondary aggregates, and maximising the use of these alternative materials before the use of virgin aggregate;**
- 4) Ensuring that mineral development will not negatively impact on amenity and the environment;**
- 5) Mitigate against the conflict between sensitive land uses, and mineral operations by defining buffer and exclusion zones around mineral sites and relevant settlement boundaries respectively.**

LDP Objective: 2d

4.3.1 In terms of maintaining a minimum 10 year supply of aggregates throughout the Plan period, and contributing to satisfying national, regional and local demand, the limestone quarries within the County Borough contribute approximately 8% of the South Wales region's total crushed rock sales for the aggregates market. At present, the total aggregate reserves figure is approximately 40 years, although an increase in sales of high purity limestone for non-aggregate use, such as sinter for use as flux in the steel making industry (Port Talbot steelworks) would reduce this. This figure is sufficient to satisfy the region's requirements in accordance with the Regional Technical Statement (see Background Paper: Minerals). As there is a slight shortfall of reserves in the Vale of Glamorgan, to meet their

minimum 10 year landbank throughout their plan period, the 'excess' of reserves in Bridgend are relied upon by the Vale of Glamorgan Council to meet this shortfall. This collaborative working between authorities is promoted by the Regional Technical Statement (RTS) and acknowledges the fact that minerals can only be worked where they occur. Hence, administrative boundaries should not be seen as a barrier to the objective of providing a sustainable supply of resources close to markets.

4.3.2 Minerals Planning Policy Wales (MPPW), Mineral Technical Advice Notes 1 and 2, and the Regional Technical Statement (RTS) for Aggregates, set out guidance/advice on how development plans should address mineral issues. They support a strong and sustainable approach to mineral planning, while ensuring valuable finite resources are safeguarded for possible future extraction. In terms of the supply of aggregates the maximum use of secondary and recycled aggregates from commercial and demolition sources in preference to primary aggregates is promoted. Strategic Policy 6 therefore supports these national and regional policy requirements.

4.3.3 MTAN2: Coal - seeks to balance the needs of the environment with those of the economy and requires Mineral Planning Authorities to direct the coal industry to those areas where extraction would be most appropriate. In terms of Coal, the LDP Strategy safeguards primary and secondary coal resources in Bridgend County Borough. The majority of the band of 'primary' resources of coal, running from Pencoed to Pyle has been worked out, but significant areas of 'secondary' coal resources still exist, primarily in the north of the County Borough, which need to be safeguarded. Safeguarding areas for potential sources of sand and gravel are identified on the Proposals Map. Their specific locations are sourced from MTAN1 and more recent data from the British Geological Survey (BGS). Strategic Policy 6 also protects these areas from permanent development which could sterilise this valuable future resource. Similarly, the Policy also safeguards areas of limestone and sandstone, and these are also identified on the Proposals Map.

PROTECTING AND ENHANCING THE ENVIRONMENT

Policy ENV9

Development in Mineral Safeguarding Areas

Development proposals within mineral safeguarding areas, either permanent or temporary, will need to demonstrate that:

- 1) If permanent development, the mineral can be extracted prior to the development, and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource; and
- 2) In the case of residential development, the scale and location of the development e.g. limited infill/house extensions, would have no significant impact on the possible working of the resource; and
- 3) In the case of temporary development, it can be implemented and the site restored within the timescale the mineral is likely to be required.

4.3.4 As set out in MTAN1, MTAN2 and MPPW, the safeguarding of finite minerals resources is a means of preserving natural resources for future generations. This does not infer these will ever be worked and in most cases only very limited use will be made of them. It is also important to remember safeguarding also does not confer any permission/ allocation for extraction/ exploitation.

4.3.5 In most instances, development may proceed within safeguarding areas as long as developers demonstrate the resource in question is either of poor quality/quantity and would not be economical to exploit, or the nature of the development in question would not prejudice exploitation of the resource. Such consideration will normally be made at the planning application stage and should form part of any submission for approval.

Policy ENV10

Development within Mineral Buffer Zones

Proposed development within buffer zones will need to demonstrate that:

- 1) The mineral resource will not be sterilised; and
- 2) The proposals will not be adversely affected to an unacceptable degree by mineral operations.

4.3.6 Mineral Buffer zones are shown on the Proposals Map around all quarries and mineral operations, including dormant sites. The purpose of buffer zones is to protect both mineral reserves (resources with planning permission) and mineral resources from development which may sterilise them, but also to ensure the environmental effects of quarrying/mining do not adversely affect sensitive development such as housing. Consequently, development such as extensions to existing properties, small infill development within settlement boundaries would normally be permitted. For the purposes of the LDP, mineral buffer zones have only been identified on the Proposals Map around sites with 'Mineral Reserves'.

4.3.7 In accordance with MTAN(1) and Coal MTAN(2), the buffer zones have been defined by a 200 metre (for limestone/sandstone quarries) and 500 metre zone (for active coal extraction operations) respectively. This difference reflects the difference in the intrusive nature of the developments on amenity and the environment. These issues have been further amplified in the Mineral Background Paper.

4.3.8 Certain land uses such as office, industrial and commercial uses may be permissible within buffer zones as they are less sensitive to any adverse effects such as blasting. Other such uses as schools, and health premises would be less tolerant and generally would not be permitted.

Policy ENV11

Mineral Development

All mineral related developments, including coalbed methane, will be permitted only where all of the following criteria are satisfied:

- 1) Measures can be taken to reduce, and where possible avoid, damage or disturbance to the environment to acceptable levels with specific reference to:
 - a) Pollution or disturbance to ground or surface water supply or drainage;
 - b) The impact on the landscape of the area;
 - c) The effect on nature conservation and wildlife interests of the site and adjoining land;
 - d) The effect on agricultural interests particularly on high quality agricultural land;
 - e) The effect on sites of archaeological importance;
 - f) The impact on the stability of adjoining land; and
 - g) The potential for mine gas emissions.
- 2) Measures can be taken to reduce damage or disturbance to neighbouring land uses to acceptable levels including:
 - a) The effects of excessive noise, dust or vibration arising from the methods of working set out in a health impact assessment; and
 - b) The impact of traffic generated to and from the site.
- 3) Proposals for the duration and phasing of operations, restoration, beneficial after-use and aftercare are acceptable and priority should be given to a nature conservation end use.

4.3.9 This policy seeks to list all of the environmental factors against which applications for mineral development, including coal, are assessed. Policy ENV11 will be used to assess proposals for new development, extensions, and mineral review applications. Given the variety and diverse nature of such applications, however, other factors such as planning gain may also need to be considered for major development.

PROTECTING AND ENHANCING THE ENVIRONMENT

4.3.10 Because of their scale, some mineral sites provide an ideal opportunity for habitat creation to help meet objectives in the Local Biodiversity Action Plan and the proposed Green Infrastructure Plan. In order to sustain such new habitat, it will normally be necessary to secure funding from the developer to ensure the long term integrity of the site.

Policy ENV12 Coal Extraction Operations

Coal extraction operations will be considered unacceptable in principle where they:

- 1) Are within 500 metres of a settlement boundary (unless they are deemed exceptions by the Council as they constitute acceptable land reclamation works or prior development extraction operations to facilitate development);
- 2) Affect any Natura 2000 Network site (including SACs); or
- 3) Affect any SSSI.

In all of the remaining areas of the safeguarded coal resource shown on the Proposals Map unaffected by 1) to 3) above, proposals will need to satisfy the following criteria:

- i) There would be no demonstrable harm to amenity or the environment;
- ii) There are clear community benefits; and
- iii) It would be in the public interest for development to proceed.



4.3.11 Coal MTAN (2) requires all authorities to define where coal related development would be unacceptable and identify these areas on the Proposals Map. In order to achieve this the policy identifies those areas which have an international/national nature conservation designation where no coal extraction would be permitted. The coal resource area is defined by the BGS coal resource plan.

4.3.12 Policy ENV12 makes it clear where coal extraction would be unacceptable (unless for deemed exceptions prescribed in ENV12(i) above) in principle but recognises that coal extraction may be acceptable in the remaining coal safeguarding area subject to the specified criteria in Policies ENV 11 and 12 being met.

4.3.13 The coal safeguarding area shown on the Proposals Map defines areas of shallow coal resources which may in theory be worked at some point in time. Within this area, areas of high environmental designation (SAC's and SSSI's) would normally be precluded from coal extraction. In all other areas of the defined coal safeguarding area, proposals may be deemed acceptable provided they satisfy the relevant criteria of no demonstrable harm to amenity and the environment; there are clear and convincing community benefits; and it would be in the public interest to allow development to proceed.

4.4 Unstable Land

Policy ENV13 Unstable Land

Where proposals affect land which has known instability/landslip issues, any planning application must be accompanied by a stability report which:

- 1) Identifies and assesses the risk of instability in a report produced by a qualified professional in an appropriate discipline;
- 2) Identifies the measures required to mitigate against any identified risk(s);
- 3) Stipulates routine monitoring and assessment of any future works required; and
- 4) Addresses the need for formal environmental assessment for any identified stabilisation works.

4.4.1 Unstable land can be the result of a variety of natural or man-made/actions. These can include natural landslips; swallow holes caused by the passage of water in certain types of rock; past under-ground mining activities (either from opencasting or deep mine operations); ground compression from landfill operations; extreme climatic conditions (such as prolonged freezing or flooding); or building on strata which contains clay.

4.4.2 The Council holds a database on landslip areas but this is not definitive. Whilst most natural landslip areas lie to the north of the M4, other unstable land features such as swallow holes occur in some carboniferous limestone areas in the south of the Borough. It is not possible, however, to define the precise area where these may occur as they are a natural and progressive/evolving features. Any developers considering carrying out built development, including drainage systems such as soakaways, should therefore contact a qualified engineer to discuss any constraints to development before any proposals reach the planning application stage.

4.4.3 It is important to note that the onus is on the developer to rectify any ground stability issues to ensure the safety of property and the general public.

4.5 Waste Management

Strategic Policy SP7

Waste Management

Provision will be made for new waste treatment facilities to meet the regionally identified need to treat up to 228,000 tonnes of waste per annum. In this respect the following sites will be favoured:

- SP7(1) Land at Heol-y-Splott, South Cornelly;
- SP7(2) Brynmenyn Industrial Estate, Brynmenyn;
- SP7(3) Village Farm Industrial Estate, Pyle;
- SP7(4) Brackla/Litchard Industrial Estate, Bridgend;
- SP7(5) Waterton Industrial Estate, Bridgend.

Other appropriate sites on land allocated for B2 employment uses to meet projected local and regional needs/capacity will be permitted provided they meet the requirements of Policy ENV16.

LDP Objective: 2d



4.5.4 The Regional Waste Plan (RWP) requires individual authorities to designate sites suitable for the provision of waste facilities which may serve regional than just local need. The specified sites represent a cross-section which by virtue of their location and capacity for larger developments are considered suitable for allocation. All of the sites identified in SP7 are located in relative proximity to future receptors as part of the wider urban fabric should future waste treatment facilities combine with energy generation initiatives. Some of the sites are constrained in part by the risk of flooding but still contain sufficient land outside of the floodplain to offer a variety of sites and buildings as future development options.

4.5.5 Of the sites identified, land at Heol-y-Splott, South Cornelly is considered most suitable due to its proximity to the M4 corridor and the strategic road network.

4.5.6 As acknowledged in the RWP 1st Review, the majority of waste processing facilities can be accommodated on employment/industrial estates. Some operations, however, may generate effects which require they are divorced from settlements to avoid problems with emissions, but these will still need to be compatible with landscape and other material considerations such as access constraints and traffic movements. Rural areas are by their very nature are quiet areas with sensitive character including narrow roads. Such development therefore needs to satisfy strict controls to protect the countryside. Nevertheless it is acknowledged they are required to provide society with the necessary waste framework to deliver national/regional waste targets and reduce landfill.

4.5.1 The Regional Waste Plan (1st Review) identifies a required indicative capacity for Bridgend County Borough to be between 185,000 and 228,000 tonnes, equating to between 3 and 4 new in-building sites on between 7.7 -11.9 hectares.

4.5.2 The South West Regional Waste Plan requires each constituent authority to identify sites/areas which are considered appropriate for the location of waste processing facilities. Several industrial estates designated for B1, B2 and B8 uses have been identified as being acceptable in principle to accommodate new waste processing facilities. Such facilities may serve both local and sub-regional/regional needs. This provides for a degree of over-provision, but some certainty to waste facility developers where there are opportunities to locate in the future.

4.5.3 The Regional Waste Plan identifies preferred areas of search for in-building and landfill waste facilities. The latter may have to be the subject of joint venture or partnership approaches depending on the volume of waste and availability of sites needed to meet the Council's requirements. At present, there is no landfill capacity within the County Borough now that the Tythegston landfill has reached full capacity.

Policy ENV14 Inert Waste

Proposals for the deposition of locally generated inert waste on sites in the countryside will only be permitted where it is necessary for the facilitation of acceptable development as defined in Policy ENV1 and where all of the following criteria are satisfied:

- 1) The waste satisfies the definition of inert waste as defined by current legislation;
- 2) The nature of the waste is such that it cannot be re-used or recycled other than for basic fill use;
- 3) The proposed final landform is compatible with the existing surrounding ground levels;
- 4) The natural drainage of the site or adjoining land would not be impeded;
- 5) Arrangements can be made to prevent the pollution of surface or underground water;
- 6) The landform is landscaped in an appropriate manner unless compacted areas are required for built development.

4.5.7 A significant number of proposals for the tipping of inert waste (soils, bricks, concrete, stone etc) are received on land which forms part of farms for the purposes of land reclamation and/or to facilitate a base for built-development. In many cases, the proposals include material which can be segregated and recycled and used for beneficial use rather than a basic fill material. In order to retain proper control over such activities and reduce adverse visual as well as other impacts on the countryside, the policy seeks to set out a sustainable approach to the proper control of such activities to ensure the protection of the countryside and the re-use of waste materials other than for tipping. Such use of material reduces the demand for primary aggregate and makes the best use of limited resources.

PROTECTING AND ENHANCING THE ENVIRONMENT

Policy ENV15 Waste Management in New Development

All proposals for new built development should include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site.

4.5.8 The Council propose to issue an SPG on the design/management of waste facilities to compliment the LDP, which will set out the need for an integrated approach to providing waste facilities for all built development. Such provision covers residential, industrial, commercial, retail and other development. Early consideration of waste management needs for flats, terraced housing etc such as bin/bag enclosures, design layouts for easy waste handling, segregated stores, path gradients, is essential to ensure planning for waste is not an afterthought. Larger sites may be required to produce a site environment management plan which would state how waste arising, and other environmental control measures will reduce the impact of construction.

Policy ENV16 Commercial and Industrial Waste

Proposals for the treatment, processing and distribution of commercial and industrial waste such as:

- i) Materials Recycling Facilities (MRF);
- ii) Mechanical Biological Treatment facilities (MBT); or
- iii) In-vessel/anaerobic digestion composting facilities,

will be directed to sites outlined in Policy SP7.

Other waste management facilities will be permitted at appropriate locations primarily within allocated employment sites with specified B2 employment use class allocations provided they meet all of the following criteria:

- 1) There is no unacceptable impact on the amenity of local residents or adjoining industrial users through noise, dust, vibration, smells or vermin;
- 2) Arrangements can be made to prevent the pollution of surface or underground water and air;
- 3) The traffic generated can be accommodated safely on the existing highway network; and
- 4) A programme of site management is agreed for the duration of the development.

4.5.9 Proposals for the treatment, processing, distribution and storage of commercial/industrial waste facilities will normally be permitted on existing employment sites with permission for B2 industrial uses, provided any environmental effects are capable of being controlled to an acceptable level. Some waste operations such as windrow composting and anaerobic digestion may, however, need to be located outside of settlement boundaries where emissions such as bioaerosols will not harm the public. Each application will therefore need to be determined on its merits in accordance with normal development control criteria and other relevant countryside policies; guided by the areas of search maps produced as part of the Regional Waste Plan evidence base.

4.5.10 Commercial and industrial waste comprises approximately 60% of the total waste generated in any given area. Such waste takes a number of different forms such as business food waste, green horticultural waste, plastics, wood, glass, paper, metal etc.

4.5.11 The number of facilities to deal with the recycling of such waste has grown dramatically in recent years as a result of national and regional targets to reduce disposal to landfill. This trend is likely to continue throughout the plan period and as most waste processing has elements of B1/B2/B8 use, capacity on existing industrial estates has been assessed to accommodate demand for such facilities in line with TAN 21 and the Regional Waste Plan. Hence, such facilities are encouraged to locate on existing sites which generally have suitable infrastructure to support facilities of this nature. This also enables, where appropriate, the sharing of energy produced from waste management processes to adjoining industrial users or to appropriate receptors within the wider urban area.

4.6 Energy Generation, Efficiency and Conservation

Strategic Policy SP8

Renewable Energy

Development proposals which contribute to meeting national renewable energy and energy efficiency targets will be permitted where it can be demonstrated that there will be no significant adverse impacts on the environment and local communities.

LDP Objective: 2e

4.6.1 The LDP will ensure that the County Borough's energy requirements are fully satisfied whilst having the minimum impact on the environment and local communities. However, the LDP also acknowledges that the County Borough has a role to play in meeting renewable energy generation targets contained in the UK and Welsh energy strategies and policies.

4.6.2 Developments for renewable energy generation (as well as micro-renewables), including biomass facilities and wind farms will therefore be encouraged in principle. However, the location of development will need to be balanced against its impact on the environment (including the landscape) and nearby communities.

4.6.3 In order to reduce the overall need to generate electricity, energy conservation and efficiency measures will be encouraged in all new developments.



PROTECTING AND ENHANCING THE ENVIRONMENT



Renewable Energy

Policy ENV17

Renewable Energy and Low/Zero Carbon Technology

The Council will encourage major development proposals to incorporate schemes which generate energy from renewable and low/zero carbon technologies. These technologies include onshore wind, landfill gas, energy crops, energy from waste, anaerobic digestion, sewage gas, hydropower, biomass, combined heat and power and buildings with integrated renewable sources.

In achieving this, all development proposals of 10 or more residential dwellings or with a total floorspace of 1,000 sq metres or more should, where viable, be able to connect to district supply networks of heat and energy. In addition, energy assessments should be submitted with applications to investigate incorporating on-site zero and low carbon equipment or connecting to existing sources of renewable energy. Such investigations should also examine the potential for heat and electricity generated by the development to power/fuel nearby receptive buildings.

The Council's Energy Opportunities Plan will inform consideration of these issues.

The following sites are safeguarded for renewable energy generation:

| | Technology |
|---|--------------|
| ENV17(1) Former Llynfi Power Station | Biomass |
| ENV17(2) Tythegston Landfill | Landfill Gas |
| ENV17(3) Penybont Waste Treatment Works | Sewage Gas |

4.6.4 In preparing the LDP, the Council has prepared a Renewable Energy Assessment (REA) to indicate the potential level of energy generation from renewable sources. This assessment followed a toolkit provided by the Welsh Government and examines a wide variety of renewable energy sources. Development allocations which will make a significant contribution to meeting this potential are highlighted in Policy ENV17. The REA acknowledges that, in the generation of renewable heat sources in particular, the potential for heat energy generation in the County Borough falls below the national targets set out in the UK Renewable Energy Strategy. Therefore there is a case for requiring closer scrutiny of proposals to assess their potential for the receipt or generation of renewable energy generation over the requirements set out in national policy on sustainable buildings.

4.6.5 The Council will therefore require energy statements to be prepared for all major development proposals (defined in Policy ENV17) to set out how they can make a contribution towards providing increased levels of energy generation from renewable and low/zero carbon sources. It therefore will expect all major development proposals to examine the potential for renewable energy generation and/or low/zero carbon technologies on-site and, where appropriate the sharing of renewable energy with the wider community.

4.6.6 To this end, the Council will take a proactive, corporate role in not only seeking to make its own buildings more energy efficient and generators of renewable energy generation, but will produce an Energy Opportunities Plan as SPG to the LDP to assist the development industry by spatially identifying possible sources of renewable energy including suitable areas for smaller scale wind, hydropower generation and district heating networks.



Policy ENV18

Renewable Energy Developments

Proposals for renewable energy developments will be permitted provided that:

- 1) In the case of wind farm developments of 25MW or more, they are within the boundary of the refined Strategic Search Area and required to meet the indicative generating capacity;
- 2) The availability of identified mineral resources or reserves will not be sterilised;
- 3) Appropriate monitoring and investigation can demonstrate that the development will not have any significant impacts on nature conservation;
- 4) Appropriate arrangements have been made for the preservation and/or recording of features of local archaeological, architectural or historic interest;
- 5) They can be safely accessed to permit regular maintenance without detriment to the environment or the public rights of way network;
- 6) They will not detrimentally affect local amenity by reason of noise emission, visual dominance, shadow flicker, reflected light, the emission of smoke, fumes, harmful gases, dust, nor otherwise cause pollution to the local environment.
- 7) They will not lead to electromagnetic disturbance to existing transmitting and receiving systems (which includes navigation and emergency services), thereby prejudicing public safety;
- 8) Local receptors of heat and energy from the proposal are identified and, where appropriate, are connected to/benefit from the facility; and
- 9) Provision has been made for the removal of all infrastructure from, and reinstatement of the site following termination of the use.

PROTECTING AND ENHANCING THE ENVIRONMENT

4.6.7 In accordance with national policy and TAN 8 Planning for Renewable Energy (2005), locally refined Strategic Search Areas for large-scale wind energy projects are shown on the LDP Proposals Map as areas within which there is a general acceptance of landscape change.

4.6.8 As part of a collaborative exercise, a consortium of South Wales Authorities including Bridgend, Neath Port Talbot, Rhondda Cynon Taf, Swansea, and Carmarthenshire Councils has undertaken work on future wind farm development in the sub-region. In accordance with TAN 8: Planning for Renewable Energy. The consortium commissioned consultants to provide recommendations on the proposed refinement of the boundaries of Strategic Search Areas (SSAs) E and F defined in TAN 8.

4.6.9 The wider SSA areas form part of national policy and therefore will continue to be considered as the starting point for assessment of large scale wind energy developments. However, the locally refined SSA within Bridgend County Borough (as shown on the Proposals Map) are seen by the Council as the preferred location within the County Borough for developments of this nature. In this respect applications for these projects will expect to be accompanied by assessments which examine locations in a sequential order: firstly the locally refined SSA, then the original TAN8 area and lastly areas outside of the SSA which are in accordance with Policy ENV18.

4.6.10 The Council acknowledges that renewable energy generation is an evolving industry and therefore Policy ENV18 is intended to cover a broad range of generation types. This policy, together with SP8 will ensure that consideration of proposals is balanced between the desire to generate increased levels of renewable energy and the need to protect sensitive areas. The local community should also benefit appropriately from any facility with examinations of the potential to connect existing / future developments to the facility or, where this is not possible, other forms of community benefits should be examined.

4.6.11 Planning obligations and/or planning conditions may be used as appropriate to ensure the adequate provision of renewable energy facilities as part of major development proposals are in accordance with policy and guidance.

4.6.12 The Council have produced supplementary planning guidance SPG12 - Climate Neutral Development (2008) which will be reviewed in light of the LDP and Policy (PLA4) and should be used as a guide for sustainable development.

Coal Bed Methane Extraction (CBM)

4.6.13 The extraction of CBM as a source of energy can take place without adverse environmental impacts. The impacts arising from the extraction of CBM are entirely different in scale and kind from the impacts arising from opencast or deep coal mining operations.

4.6.14 The location and siting of CBM well sites need to be carefully chosen. This involves a sieving process which identifies all relevant designations from the Local Development Plan and consultation with relevant stakeholders. The process is designed to locate the proposed site in the most appropriate location taking into account all relevant designations and sensitive areas.

4.6.15 Current and emerging technologies in drilling now allow the gas resource to be explored and developed horizontally in the seam without having to be vertically above the target areas of coal. Operations at depth can therefore be close to sensitive areas, without creating adverse affects on the basis that surface operations, including drilling equipment and compounds can be located away from potentially sensitive areas.

4.6.16 Proposals for CBM extraction will therefore be assessed against Policy SP2: Sustainable Place Making, as well as other policies from the Environment chapter, to ensure that they do not adversely affect environmental designations or amenity. Policy ENV11 provides additional policy guidance on mineral extraction which would relate to such proposals.

4.6.17 With the abundance of coal resources, coalbed methane (CBM) is present in potentially commercial quantities in the northern part of the Borough. Several exploratory test boreholes have been drilled over the last 10 years but none have progressed to a full production level to-date. Because CBM is a finite resource it is not considered to be a source of renewable energy and therefore not truly sustainable. Nonetheless, its benefits and efficiency as a source of energy when compared to other fossil fuels and the ability to combine CBM operations with carbon capture are still being developed and evaluated and this may prove useful in reducing levels of CO2 and hence reduce climate change in the future to some degree. All CBM proposals will be considered against mineral criteria based policy in ENV11 and determined on a case by case basis.

4.6.18 It should be noted that the defined Coal safeguarding areas, as shown on the LDP Proposals Map, would protect coalbed methane resources to some degree by virtue of their boundaries being coincident. Nonetheless as the extent of the gas resource cannot be accurately defined, it cannot be shown as a separate resource on the Proposals Map.

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

To Spread Prosperity and Opportunity Through Regeneration

5.1 Employment and the Economy

Strategic Policy SP9

Employment and the Economy

In order to meet the varying requirements of business, and to provide access to employment and training for all residents, a range and choice of vacant sites on 164 hectares of land is identified and protected for employment (B1, B2 and B8 uses) purposes.

Land is allocated and safeguarded for the establishment of high quality 'strategic employment sites'. Such sites must be developed, in accordance with a development brief/masterplan, to the highest design and environmental standards. Preferred uses on the site are ICT, Energy and Environment, Advanced Materials and Manufacturing, Creative Industries, Life Sciences, and B1 Financial and Professional Services.

The following strategic sites are allocated for employment purposes:

| | | |
|--------|--------------------------------|-------------|
| SP9(1) | Brocastle, Waterton, Bridgend; | 46 Hectares |
| SP9(2) | Island Farm, Bridgend; | 11 Hectares |
| SP9(3) | Pencoed Technology Park; | 5 Hectares |
| SP9(4) | Ty Draw Farm, North Cornelly. | 6 Hectares |

LDP Objectives: 1a, 1b, 1d, 3a, 3b, 3c

5.1.1 The LDP Strategy recognises and acknowledges that the County Borough has one of the highest rates of employment land development in South East Wales, and that the strategy should maintain a healthy supply of employment land for continued investment ensuring choice and flexibility for developers.

5.1.2 Including those sites identified as being 'strategic', the LDP identifies a total of 164 hectares of vacant employment land to ensure that a choice and range of sites are available across the County Borough during the plan period up to 2021. Ongoing



TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

employment uptake between 2006 - 2009 has reduced this availability to 152ha. This identified employment land underpins the future prosperity of the local economy, offering a range of sites and premises for the whole spectrum of B class uses, sui generis uses, and other uses (such as waste facilities) that require an industrial location. This wide and balanced portfolio will allow the local economy to attract higher value-added knowledge-intensive employment uses, while maintaining the significant manufacturing base that is an important facet and driver of growth for the local economy, now and in the future.

5.1.3 A review of UDP employment allocations was carried out in the Council's Employment Land Review Report (June 2010). This was based upon a Best Practice guide produced by the UK Government to assess the requirements for new employment land over the LDP period. It then went on to review all the existing employment sites to ensure that they offered development opportunities in the areas both where the market required sites as well as those policy-driven areas where the Council would like to see employment developments to combat deprivation and inactivity and promote sustainable patterns of development. The report also considered new sites for employment which had been promoted through the Candidate Site process. This review has resulted in a significant reduction in the overall employment land supply when compared to the UDP. However, this reduction will allow other uses, including residential, as enabling development on previously unviable employment sites to bring forward employment opportunities across the County Borough, especially in those areas where growth is anticipated.

5.1.4 The Strategic Employment Sites identified in Policy SP9 and their role in the LDP spatial strategy are described in detail in Section 2.3. They represent the greatest assets to the area in generating high levels of jobs. Their flexibility as predominately green field sites will also be attractive to high quality businesses, both in terms of inward investment and accommodating indigenous growth. To this end, it is important that the uses on these sites are aligned with the Welsh Government's economic renewal priorities.

5.1.5 In July 2010, the Welsh Government's *Economic Renewal: A New Direction*, set out a national framework for economic development. One of the priorities is to develop a sector-based, strategic approach to business support. The sectors identified, and therefore included in the Strategic Employment Sites uses are as follows:

Policy REG1 Employment Sites

Land is allocated and protected for industrial and business development falling within the uses specified, at:

| <i>Bridgend Strategic Regeneration Growth Area</i> | | <i>Uses</i> | <i>Valleys Gateway Strategic Regeneration Growth Area</i> | | |
|---|------------------------------------|-------------|---|--|----------|
| REG1(1)* | Brackla Industrial Estate; | B1,B2,B8 | REG1(16) | Abergarw Industrial Estate; | B1,B2,B8 |
| REG1(2) | Bridgend Industrial Estate; | B1,B2,B8 | REG1(17) | Bryncethin Depot; | B1,B2,B8 |
| REG1(3)* | Coity Road Sidings, Bridgend; | B1 | REG1(18) | Brynmenyn Industrial Estate; | B1,B2,B8 |
| REG1(4) | Coychurch Yard, Bridgend; | B1,B2,B8 | REG1(19)* | Former Christie Tyler Site; | B1,B2,B8 |
| REG1(5)* | Litchard Industrial Estate; | B1,B2,B8 | REG1(20) | Enterprise Centre, Tondu | B1,B2,B8 |
| REG1(6)* | Parc Afon Ewenni; | B1,B2,B8 | REG1(21)* | Land west of Maesteg Rd, Tondu | B1 |
| REG1(7) | Penybont Industrial Estate; | B1,B2,B8 | REG1(22) | Sarn Park Services/Adjacent Land | B1,B8 |
| REG1(8) | Waterton Industrial Estate; | B1,B2,B8 | <i>Other Areas</i> | | |
| <i>Maesteg and the Llynfi Valley Strategic Regeneration Growth Area</i> | | | REG1(23) | Bocam Park, Pencoed; | B1 |
| REG1(9)* | Coegnant, Caerau; | B1,B2,B8 | REG1(24) | Bridgend Science Park; | B1 |
| REG1(10)* | Ewenny Road, Maesteg; | B1,B2,B8 | REG1(25)* | Coronation Works, Evanstown; | B1 |
| REG1(11) | Forge Industrial Estate, Maesteg; | B1,B2,B8 | REG1(26) | Crosby Yard, Bridgend; | B1,B2,B8 |
| REG1(12) | Heol Ty Gwyn, Maesteg; | B1,B2,B8 | REG1(27) | Dunraven House, near Pyle; | B1,B2 |
| REG1(13) | Spelter Industrial Estate, Maesteg | B1,B2,B8 | REG1(28) | Ffaldau Industrial Estate; | B1,B2,B8 |
| <i>Porthcawl Strategic Regeneration Growth Area</i> | | | REG1(29)* | Gibbons Way, North Cornelly; | B1 |
| REG1(14) | Glan Road, Porthcawl; | B1,B2,B8 | REG1(30) | Georgia Pacific; | B1,B2,B8 |
| REG1(15) | Pwll y Waun, Porthcawl; | B1 | REG1(31) | Green Meadow, Llangeinor; | B1,B2,B8 |
| | | | REG1(32)* | Isfryn Industrial Estate (including Cwm Ogwr Fach, Blackmill); | B1,B2,B8 |
| | | | REG1(33) | SW Pencoed Technology Park; | B1,B2,B8 |
| | | | REG1(34) | Penllwyngwent, Ogmere Vale; | B1,B2,B8 |
| | | | REG1(35) | South Cornelly Industrial Estate; | B1,B2,B8 |
| | | | REG1(36) | Trews Field, Bridgend; | B1,B2,B8 |
| | | | REG1(37) | Village Farm Industrial Estate; | B1,B2,B8 |
| | | | REG1(38) | Wern Tarw. | B1,B2,B8 |

Those sites marked with an asterix* are sites included within or form part of mixed-use schemes as defined in Policy PLA3.

- ICT (Electronics, software and services);
- Energy and Environment (Low carbon energy research, energy efficiency, energy storage, environmental management, research and consultancy);
- Advanced Materials and Manufacturing (Automotive, aerospace and electronics);
- Creative Industries (Digital media, film, television and radio);
- Life Sciences (Medical technology, diagnostics and trials);
- Financial and Professional Services.

The policy will be flexibly applied both in terms of any future changes to government priority sectors, or uses outside of those specified which can justify that a strategic site is necessary for their development and which can still meet the high design and environmental standards required by Policy SP9.

5.1.6 The sites allocated for employment purposes in the LDP, together with the amount of existing vacant land (as at October 2009), are included at Appendix 3. This information is revised on an annual basis as a result of the Council's Employment Land Survey.

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

5.1.7 If Bridgend is to retain its competitive industrial base it is imperative that the area is able to offer a broad portfolio of sites. In addition to those Strategic sites identified and safeguarded under Policy SP9. Policy REG1 also identifies a variety of employment sites suitable for all types of employment uses of varying size and type.

5.1.8 In addition to identifying established employment sites, Policy REG1 also includes those employment areas which have vacant land for development for employment purposes and therefore have an important contribution to make in fulfilling the LDP Strategy (see Appendix 3). The remaining areas of vacant land on existing industrial estates collectively offer opportunities for investment for employment purposes.

5.1.9 Many of the sites listed in the policy also form parts of much larger regeneration or mixed-use sites additionally allocated by Policy PLA3. The identification and delivery of the component employment elements of those sites identified in Policy PLA3, will be ensured by the respective schemes, which will need to be agreed as part of their comprehensive delivery. The development of these sites for employment purposes as part of much wider schemes containing other uses will help to create sustainable mixed use areas within existing communities, helping to facilitate the physical regeneration of the site and acting as enabling development to the delivery of the employment element, thereby improving the socio-economic regeneration of the wider area.

5.1.10 Some of the sites identified in Policy REG1 are, for the most part, either fully developed with no remaining vacant land or have little vacant land remaining. There is some, albeit limited scope to develop new buildings for employment purposes within these areas, although the opportunity for redevelopment of under-utilised or vacant buildings and premises still exists. The Policy therefore acknowledges the existence of these employment areas and seeks, along with other policies, to maintain their use in the future for employment purposes.

5.1.11 In terms of employment land availability, Policy REG1 accounts for 84 hectares of vacant employment land, which is distributed across the County Borough (see table 3.1) and helping to deliver the regeneration-led LDP Strategy

Policy REG2

Protection of Identified Employment Sites

Proposals which result in the loss of existing or proposed industrial land or buildings on sites identified in Policy REG1 will not be permitted. Exceptions will need to be justified on one of the following grounds:

- 1. In appropriate locations, a limited number of those uses regarded as complementary and/or ancillary to the main use of the land for industrial purposes; or**
- 2. In appropriate locations, those sui generis employment uses which are regarded as being suitably located on industrial land.**

Policy REG3

D2 Class Uses on Employment Sites

Proposals which result in the change of use of existing industrial buildings to uses within Class D2 of the Use Classes Order on Policy REG1 sites will be permitted provided that:

- 1. In sequential order of preference, all suitable retailing and commercial centre, edge-of-centre and out-of-centre sites and buildings have been assessed and found unsuitable;**
- 2. The building has been vacant for at least 2 years and has been actively marketed for employment uses throughout that time;**
- 3. The site is accessible by a choice of means of transport other than the car;**
- 4. It is demonstrated that a former industrial building is required to accommodate the use;**
- 5. The proposal, in terms of size and number, either singularly or cumulatively with other existing or permitted developments, is clearly subordinate to the employment use of the area and does not threaten the status and character of the wider allocation as an employment site for B1, B2 or B8 uses; and**
- 6. The operations of other industrial and employment uses in the vicinity of the site would not be adversely affected.**

5.1.12 Policy REG2 aims to protect existing jobs and ensure the continued availability of a wide range of employment opportunities throughout the County Borough, by strongly resisting the redevelopment of allocated industrial land and buildings for alternative purposes. This is especially relevant when designated sites are located close to the strategic road network and have been vacant for a number of years. In such circumstances there is often intense pressure from alternative development proposals, notably from housing, retail and leisure developments.

5.1.13 Policy REG2 also recognises that industrial areas operate more efficiently if they can provide an element of service provision to their employees and their clients. In this context, a limited number of non industrial uses that are considered complementary and ancillary to the main industrial use, may be considered acceptable, although their cumulative impact is a factor which will need to be taken into account when deciding upon individual proposals. In addition, many sui generis employment uses do not fit neatly within town centres or within close proximity to residential areas; but by their very nature are far better located on an industrial estate.

5.1.14 Notwithstanding the strict controls generally applied to uses on the County Borough's employment allocations, the Council is also aware that there is significant interest and pressure to allow certain uses falling within Class D2 of the Use Classes Order within these areas. These include Children's Soft Play Centres and some indoor sporting activities which, by their very nature, require a large space, often with significant headroom.

5.1.15 Before permitting such uses on employment sites, however, the Council needs to ensure that other sites which are in sequentially better locations (in line with national policy) have been investigated and found to be unsuitable by the applicants before considering such developments at these locations. It is also important that the development of the site does not prejudice the use of the area for employment purposes; therefore the building in question must be vacant, have been as such for at least 2 years and has been actively marketed during that time. This evidence would need to be submitted with any application. Likewise the development, in the opinion of the Local Planning Authority should not be of a size and scale so as to undermine the character and identity of the wider area for traditional employment purposes.

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

Policy REG4 Former Stormy Down Airfield

Temporary development of the former Stormy Down Airfield will be permitted where it relates to/facilitates the creation of a cluster of innovative green industries.

5.1.16 The former Stormy Down Airfield site has, for many years, seen a variety of development activity take place including leisure uses and a Sunday Market. More recently one of the hangars has been used to develop a test facility for an alternative low carbon cement substitute. Additionally planning permission has also been granted for an anaerobic digestion / biogas facility on land in close proximity to the site and also an in-vessel composting facility for food waste within the site boundary shown on the proposals map. The former may provide an energy source for the cement test facility.

5.1.17 However, the site also lies within a Mineral Protection Zone defined to protect high quality limestone and as such planning consents which have been granted have been temporary in nature albeit relatively long-term, with end dates of 2035, well beyond the LDP period of 2021. Any related activity to that which is existing will continue to be temporary, in order not to sterilise potential future mineral extraction.

5.1.18 Notwithstanding the constraints, the Council does not wish to overly frustrate limited development of the site which could assist in the creation of a cluster of innovative and inter-related green industries which are supported by the Welsh Government and will assist in the meeting of its carbon reduction targets and policies.

5.1.19 To this end, a development brief has been produced for the site which examines the crucial issues of appropriate land uses, access and transportation, landscape, pollution and design. An acceptable development boundary for the site is also included, this is now reflected on the Proposals Map.

5.1.20 This brief will become SPG to the LDP and will remain in force for the plan period. Reviews of the LDP will ensure that the requirement for the minerals resources underneath the airfield is monitored with appropriate policy changes and revocation of the SPG when necessary. This will be assisted by the use of temporary consents.

5.1.21 The recognition of the site in the LDP is made in the interest of transparency and development management, given the fact that the development exists for the lifetime of the Plan.



5.2 Commercial and Retailing Developments

Strategic Policy SP10

Retail and Commercial Hierarchy

New retail, commercial, leisure and appropriate employment developments will be focused according to the following hierarchy of retailing and commercial centres within the County Borough;

| | |
|------------------------------|---|
| Sub Regional Centre | Bridgend; |
| Town Centres | Maesteg, Porthcawl; |
| District Centres | Aberkenfig (Valleys Gateway); Kenfig Hill, Ogmere Vale Pencoed, Pontycymmer; Pyle; |
| Local Service Centres | Bettws North; Bettws South; Blackmill; Blaengarw; Brackla; Broadlands; Bryntirion; Caerau; Laleston; Nantymoel; North Cornelly; Nottage; Ponrhydydyff; Sarn; Verlands Court (Pencoed); Wildmill; Five Bells Road (Bridgend). |

All new development proposals within retailing and commercial centres should provide retail, community or commercial floorspace on the ground floor.

New retail, commercial and leisure developments shall be of a scale appropriate to the centre within which they are located, and should contribute to or sustain the vitality and attractiveness of that centre within the local retail hierarchy.

New out-of-centre retail development should be developed as a result of an identified need and sequential test of sites and should not be of a scale and type which would adversely affect the vitality, viability and attractiveness of the retailing and commercial centres.

LDP Objectives: 1a, 1b, 1c, 3e, 3f, 3g

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

5.2.1 The LDP recognises that the town and district centres of the County Borough have been, and will continue to be, the focus for retailing, cultural and leisure activities. These centres also provide opportunities for employment as well as cultural and social interaction. The Strategy directs all new development of an appropriate scale and nature to these centres, in order to protect their vitality and viability as well as to meet the objectives of the Regeneration Strategies for Bridgend and Maesteg Town Centres, and the Porthcawl Waterfront.

5.2.2 The distribution of shopping facilities in the County Borough fits into a regional hierarchy, with the highest order centres at Cardiff and Swansea being located outside the County Borough. Within Bridgend County Borough there is a traditional and evident hierarchy of town, district and local shopping centres, each fulfilling its own niche in the overall provision of retail, commercial and in some cases social and community facilities and services.

5.2.3 Bridgend occupies the position at the top of the County Borough retail hierarchy and is defined as a sub-regional town centre. It contains the largest number and widest range of shops of any commercial centre in the County Borough. Detailed analysis of Bridgend's catchment area shows that it is the principal shopping centre for much of the County Borough and for some communities outside. Currently Bridgend town centre provides over 800,000 gross square feet of retail and commercial floorspace.

5.2.4 Bridgend town centre's role extends beyond that of a shopping centre as it provides a wide range of service and leisure facilities and an important employment role. Its diversity of uses makes it an important destination for the whole of its catchment area.

5.2.5 Bridgend is supported by the smaller town centres of Maesteg and Porthcawl, both of which offer a wide range of shops and facilities including medium sized convenience stores to meet the needs of their immediate catchment areas. At a level below in the hierarchy, there are a number of district and local centres distributed throughout the County Borough. These usually contain a small supermarket and offer a range of convenience and comparison goods as well as services such as sub-branches of banks, newsagents, sub-post offices etc. Their immediate catchment areas tend to be more limited, with a restricted range of convenience and comparison goods. Their role is primarily that of 'top-up' or 'walk-in' centres, often providing essential goods on a daily basis as a supplement to those provided in centres further up the hierarchy. Some smaller centres also provide many community facilities either within their boundaries or adjacent to them.

5.2.6 Despite competition from out-of-centre retail developments, the established retail hierarchy has continued to evolve over many years and all the existing retailing and commercial centres fulfil an important role in meeting not only the shopping and service needs but the cultural and leisure requirements of the residents of the area. Policy SP10 therefore seeks to protect the established retail hierarchy of the area by focussing development in these centres and by only permitting out-of-centre retail development where a need and sequential test have been undertaken, in accordance with national policy to protect the vitality, viability and attractiveness of retail centres.

5.2.7 This policy also requires new development in retail and commercial centres to offer retail and/or commercial floorspace. It is imperative that new developments or redevelopment proposals acknowledge the fact that they are located within a

retail / commercial area and provide appropriate floorspace on the ground floor. This is especially so in the case of new residential development in these areas. The provision of new, modern retailing and commercial floorspace within a centre can attract higher quality occupants, thereby increasing the vitality, attractiveness and overall viability of the retailing area.

5.2.8 Policy SP10 also seeks to ensure that as far as possible new retail development will be to the long-term benefit of existing commercial centres. Whilst recognising that the position of centres in the hierarchy may change over time, new development should be broadly in keeping with the character of the existing centre. Developers are expected to be flexible and innovative about the format, design and scale of proposed development, in order to achieve new development in harmony with existing centres.

Policy REG5 Local Retailing and Commercial Development

Development proposals which result in the loss of retail and commercial floorspace will only be permitted where there is proven to be other sufficient provision locally or where the premises/floorspace has been vacant for at least 2 years and has been actively marketed over that time.

Where a local need is identified, either through new residential development or as part of comprehensive mixed-use developments proposed by Policy PLA3 or in an existing area of under-provision, proposals for new small-scale, local convenience and comparison goods retailing and services will be permitted.

In this respect the following sites are identified for small-scale, local retail developments:

| Policy | Location | Development Type | Size |
|----------------|---|---|-------------------------|
| REG5(1) | Parc Derwen, Bridgend | New District Centre (mix of A1,A2,A3,D1,D2) | Up to 3,000 sq m |
| REG5(2) | North East Brackla Regeneration Area, Bridgend | New Local Service Centre (mix of A1,A2,A3,D1,D2) | Up to 450 sq m |
| REG5(3) | Parc Afon Ewenni, Bridgend | New Local Service Centre (mix of A1,A2,A3,D1,D2) | Up to 2,000 sq m |
| REG5(4) | Ewenny Road, Maesteg | New Local Service Centre (mix of A1,A2,A3,D1,D2) | Up to 1,000 sq m |
| REG5(5) | Ogmore Comprehensive School, Bryncethin | Small-Scale Convenience Goods Provision | Up to 100 sq m |
| REG5(6) | Gateway to the Valleys, Tondu | Small-Scale Convenience Goods Provision | Up to 100 sq m |
| REG5(7) | Bryncethin Depot, Bryncethin | Local Convenience Goods Store | Up to 1,500 sq m |

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

5.2.9 The Council recognises the important role that local shopping facilities play in serving their communities and appreciates that their provision can mean a vital service is provided to local people.

5.2.10 In areas of new housing growth this may result in the need to provide new local convenience goods retailing either within, or close to, the new development to meet the everyday needs of the residents. This is likely to occur outside of the retailing and commercial centres identified in Policy SP10. Policy REG5 therefore facilitates the provision of new locally-scaled convenience goods retailing provision where the need can be identified. In the case of large-scale residential, or mixed-use developments incorporating a significant element of residential development, such as those sites identified in REG5, there is a case for providing a new retailing centre incorporating other retailing, leisure and commercial uses at a scale and size proportionate to the site as a whole.

5.2.11 Each site in Policy REG5 is accompanied by a proposed development type and size. The development type represents the nature of retail provision anticipated, for example, a new purpose built centre district / local service centre containing numerous small stores or a stand alone convenience goods store. The size represents the scale of development anticipated and either relates directly to the size of the new residential development proposed as part of the scheme (to which the retail store / centre would directly serve), or reflects a lack of provision more generally in the area. Specifically, the Bryncethin Depot allocation reflects a qualitative need which the Council has identified in the east of the Valleys Gateway area and the Ogmore and Garw Valleys. The scale of this provision should not be so great to significantly alter shopping patterns across the County Borough, hence the proposed size of 1,500 sq m.

5.2.12 Conversely, the loss of a single retail store to another use could lead to a deficit in provision locally. The Council will need to be sure, when granting a planning permission in such circumstances that there will not be an under-provision of such retailing in the area and that residents can readily access this type of service. Evidence to this effect will need to be provided with a planning application.

The Control of Uses in Commercial and Retail Centres

Policy REG6 Primary Shopping Frontages

Primary shopping frontages in Bridgend, Porthcawl and Maesteg Town Centres are shown on the Proposals Map.

Development proposals on the ground floor which involve the loss of Class A1 floorspace to other uses in primary shopping frontages will only be permitted where:

1. The development would not, by virtue of its nature, design and scale, materially dilute the continuity of the primary shopping frontage;
2. The development would not exacerbate an existing, nor create a new, undue concentration of non A1 uses, either in the immediate locality or in the general street scene;
3. The development would not create a dead window frontage, but rather be of a nature which stimulates passing trade and maintains the general interest of the shopping public;
4. The development would not give rise to new, nor materially exacerbate existing, local problems due to traffic generation, congestion, highway safety, noise, smell, crime, anti-social behaviour or other amenity considerations.



5.2.13 Town centres need to maintain their diversity if they are to retain their vitality and viability, but the range and variety of shops and services has changed over time and will continue to evolve. However, there is a need to ensure that commercial centres do not lose their 'critical mass' of retail units to the extent that they can no longer function as viable shopping centres. There is a danger that retail uses could be 'outbid' by other uses to the possible detriment of the commercial centre. Accordingly, there is a need to strike a balance between retailing and non-retailing uses in commercial centres to ensure the optimum mix, and thus enhance the vitality and viability of those centres.

5.2.14 Policy REG6 recognises that the primary shopping areas of the town centres in the County Borough are in need of particular protection from competing uses and enforces strict criteria to protect their viability and vitality. The primary shopping areas can also, where applicable, complement ongoing public realm pedestrianisation and town centre regeneration objectives which seek to increase the retail offer of the centres in a pleasant, attractive environment. Outside of the primary shopping areas a more relaxed approach is adopted.

Policy REG7 Non A1, A2 and A3 Uses Outside of Primary Shopping Areas

Changes of use to non A1, A2 or A3 premises on the ground floor outside of the primary shopping area but within a retailing and commercial centre will only be permitted:

1. If for residential purposes:
 - The premises/floorspace has been vacant for at least two years and has been actively marketed over that time; and
 - The premises/floorspace does not form part of a purpose-built retail environment or a continuous frontage of three or more existing commercial units.
2. If for other purposes, the proposal does not involve the loss of existing A1 floorspace.

Wherever possible, proposals for a change of use of existing floorspace should be designed so as not to prejudice a future conversion back to a retail or commercial use.

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

5.2.15 As expressed above, the Council's aim is to maintain the vitality and viability of the retailing and commercial centres in the County Borough. However, it is recognised that in some older centres the prospects of attracting new commercial development (A1, A2 and A3 uses) are rather limited. This is particularly so in some of the valley settlements. Under these circumstances, there is a need to adopt a more flexible and pragmatic approach. In most of the valley settlements, the commercial centres are interspersed with residential development, and indeed, many of the shops were once private dwelling houses that have been converted. The Council would be concerned if, under these circumstances, shops remained vacant for a considerable length of time, leading to a deterioration of their condition and to the detriment of the local environment. It is therefore considered appropriate to develop criteria by which retail units outside of the primary shopping areas can be converted to more viable uses such as residential.

5.2.16 The conversion of retail units often leads to the fragmentation of commercial frontages but this is considered preferable to long term vacancies and voids. Nonetheless, these have to be kept in balance so that the very purpose of retailing and commercial centres is not diluted unduly. Although activities falling within Class B1 are by definition acceptable in residential areas in terms of their environmental standards, the Council will not permit such uses which would result in the loss of existing retail A1. Such uses may be successfully accommodated above ground floor level in primary shopping frontages and in non-retail premises elsewhere in established commercial centres.

Policy REG8 **Control and Exclusion of Uses in Retailing and Commercial Centres**

General industrial and storage/distribution uses (Class B2 and B8) will not be permitted on ground floor frontages anywhere in retailing and commercial centres.

5.2.17 The Council consider that there are some circumstances whereby the introduction of a certain use on the ground floor (ie within the shopping frontage) within a retailing and commercial centre could be harmful either to the environmental amenity or, in design and visual terms, the very character of that centre.

5.2.18 In the case of B2 and B8 developments, the Council considers developments in these use classes are not compatible with the retail and commercial environment. However, B2 and B8 uses which would be ancillary to the main use of a commercial property, for example for the manufacture and / or

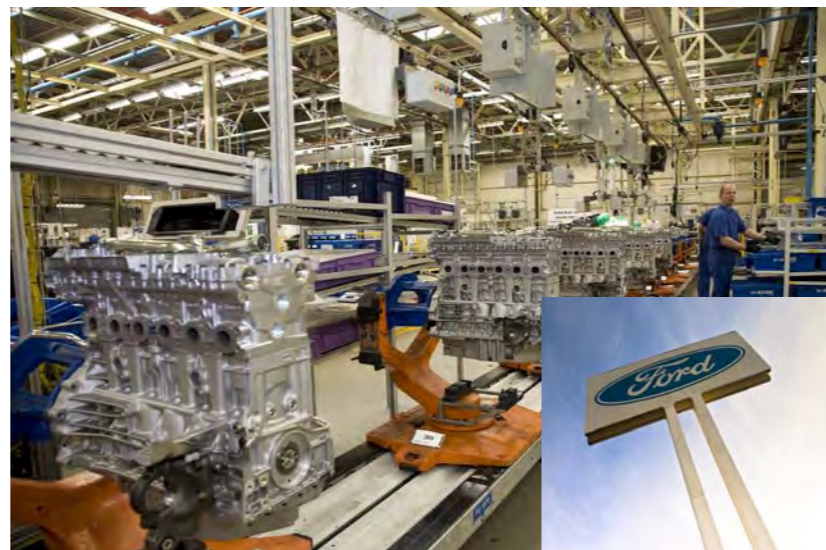
distribution of goods made on the premises which are also sold from a retail outlet located on the retail frontage, may be acceptable (subject to assessment of other amenity issues). B1 uses which are more 'office-like' in nature may be acceptable under the terms and criteria of Policy REG7, although, it is likely, strict conditions will need to be placed upon any consent to ensure that permitted development rights are not used to introduce an incongruous use.

Retail and Commercial Development Sites

Policy REG9 **Retail and Commercial Development Sites**

The regeneration of retail and commercial centres through the refurbishment or redevelopment of key sites and buildings for retail, other commercial, leisure and complementary uses (falling within A1, A2, A3, D1 and D2) will be favoured. The following sites are identified as key sites:

- REG9(1) 'Southside' - Land at the Brackla Centre, Cheapside, Police Station and the Surface Car Park, Bridgend;**
- REG9(2) 'Riverside' - Land at Rhiw Car Park and adjacent land, Bridgend;**
- REG9(3) The Embassy Cinema Site and adjacent land, Bridgend;**
- REG9(4) Elder Yard, Bridgend;**
- REG9(5) Land north of Market Street, Bridgend;**
- REG9(6) Porthcawl Waterfront Regeneration Area;**
- REG9(7) Former Surgery Site, Coychurch Rd, Pencoed;**
- REG9(8) Outdoor Market, Bus Station and Riverside, Maesteg.**



5.2.19 The long term success of the retail and commercial centres in the County Borough is dependent upon investment by private enterprise, in partnership with the Council where possible. Failure to invest in these centres will lead to a relative decline in their popularity when compared to similar centres in the region. It is therefore essential that the LDP identifies opportunities for investment which will contribute to the regeneration of the centres.

5.2.20 All of the sites identified in Policy REG9 are located within a town or district centre, thus according with government advice in terms of the sequential test. They demonstrate the Council's commitment to direct investment and regeneration efforts to the County Borough's town centres. The successful redevelopment of these sites will lead to an improved shopping environment and an extended retail and commercial offer.

5.2.21 A detailed analysis of food shopping patterns in the County Borough by CACI Ltd in 2007 and updated in 2010 concluded that, taking into account the commitment within the Porthcawl Regeneration Area (See Policy REG9(6)), there was no further need to allocate further convenience goods floorspace within the County Borough up to 2021. Any proposals for further convenience goods retailing developments outside of the retailing and commercial centres will need to prove a need for the provision as outlined in national policy.

5.2.22 It is considered that the sites identified within Bridgend Town Centre can deliver the required level of comparison goods retail floorspace identified by the CACI Vision report for it to undertake a step-change in its retail provision. More detail of the level and types of provision on these sites can be found in the Bridgend Town Centre Masterplan which will become Supplementary Planning Guidance to the LDP.



TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

Policy REG10

Existing Out of Centre Retail Development

Out-of-centre retail development will be concentrated at the following existing locations:

| Policy | Location | Existing Uses |
|----------|----------------------------------|--------------------------------|
| REG10(1) | Bridgend Retail Park; | Bulky Comparison & Convenience |
| REG10(2) | Waterton Retail Park; | Bulky Comparison |
| REG10(3) | Sainsbury, Cefn Hirgoed; | Convenience |
| REG10(4) | Tesco, Brewery Lane; | Convenience |
| REG10(5) | Tesco, Llynfi Lane, Maesteg; | Convenience |
| REG10(6) | Bridgend Designer Outlet Village | Controlled by s106 |

5.2.23 Within the County Borough out-of-centre retail activity is concentrated in the sites listed in Policy REG10. These contain a mixture of: food stores selling convenience goods and retail warehouse parks which tend to sell bulky durable comparison goods such as DIY foods, electrical goods and furniture.

5.2.24 Policy REG10 acknowledges the presence of existing retail developments outside of town, district and local centres. It should be stressed that extensions to these sites (including the introduction of mezzanine floors within units), increases to the allocated floorspace in new sites or relaxations/changes to the types of goods sold, will require retail assessments of need, sequential test and impact as stipulated by national policy.

5.2.25 The development of the Bridgend Designer Outlet at junction 36 of the M4 has added a new dimension to out-of-centre retailing in the County Borough. Since its completion in 1998 this development has attracted over 2 million visitors per annum. The nature of the retailing permitted is controlled by a Section 106 agreement which makes it a very particular form of out-of-town retail centre.

5.2.26 The Designer Outlet Village can be considered as a form of shopping activity that is separate from the normal retail hierarchy. The potential exists to promote the existing town centres to visitors to the County Borough through linked shopping trips between the town centres of the County Borough and the Outlet Village to reinforce the vitality and viability of those town centres.

5.2.27 Policy REG10(6) acknowledges the presence of the Designer Outlet Wales by allocating it for its own specific purpose. However, the Council is aware that unrestricted out-of-centre retail development at this location could also undermine the role of existing town centres. The Council will need to be convinced that any further development at this location will not undermine the vitality and viability of existing town centres, both within the County Borough and beyond, in accordance with national retail planning policy.

Policy REG11

New Bulky Goods Out of Centre Retail Development Sites

New out-of-centre retail development, not exceeding a combined total of 15,400 sq m of bulky comparison goods development will be directed to the following locations:

- REG11(1)* Ewenny Road, Maesteg;
- REG11(2)* North East Brackla Regeneration Area, Bridgend;
- REG11(3)* Parc Afon Ewenni, Bridgend;
- REG11(4) Brewery Field, Bridgend

Those sites marked with an asterix* are sites included within mixed-use schemes as defined in Policy PLA3.

5.2.28 National policy states that bulky comparison goods retailing may not be able to find suitable town centre sites and may require sites on edge-of-centre and out-of-centre locations. Policy REG11 requires 15,400 sq m of bulky comparison goods to be provided in the County Borough up to 2021. This is based on the findings of the 2010 Retail Needs study.

5.2.29 The 2010 report concluded that the quantitative retail need by 2021 for bulky goods in Porthcawl is relatively high (9,808 sq metres). The requirement in Maesteg is 5,428 sq m, whilst in Bridgend the need is for 1,098 sq m. These total approximately 16,400 sq m.

5.2.30 The Porthcawl Regeneration area has the potential to accommodate an element (approximately 1,000 sq m) of bulky comparison goods type retailing as an inclusive part of the development brief for the site. Such development would also need to comply in design terms to the agreed design code for the area. However it is considered that there are no other alternative sites in Porthcawl to deliver the remaining of quantitative need. Given this constraint it is sensible to direct provision to the south of the County Borough within the Bridgend area where there are available sites. These are not only accessible to the Porthcawl catchment, but they also consolidate Bridgend's position as a sub-regional shopping destination.

5.2.31 It is acknowledged that the sites allocated within Bridgend town centre in Policy REG9 are required for the provision of non-bulky comparison goods as well as commercial and leisure purposes. There are no suitable sites within Maesteg town centre for these uses.

5.2.32 Taking this into account, Policy REG11 allocates the remaining (ie the floorspace for new comparison bulky goods retailing on four edge and out-of-centre sites in the County Borough as well as the Porthcawl Regeneration Area.

5.2.33 Notwithstanding the above, the Council is mindful of the advice in the 2010 retail need report that the County Borough is already well-provided for in terms of bulky goods retailing with the existing provision in Bridgend. It is also mindful that areas outside of Bridgend may not be attractive for the larger bulky goods retailers to locate to and the recent performance of the County Borough's existing retail parks do not demonstrate a high level of retailer demand in the area.

5.2.34 Given this, the Council will take a flexible approach to the overall floorspace figure quoted in Policy REG11 when considering planning applications and / or development briefs on the 4 sites, of which 3 are all mixed-use schemes allocated by Policy PLA3. If evidence submitted at that time suggests that the inclusion of the required bulky comparison goods retailing floorspace makes a scheme unviable or unrealistic due to a lack of retailer interest, the Council will re-examine its specific requirements for the site.

TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

5.3 Tourism

Strategic Policy SP11

Tourism

Appropriate tourism developments which promote high quality accommodation, upgrade facilities, promote sustainable and activity based tourism, business, events and cultural tourism, will be permitted.

Tourism development linked to regeneration initiatives will be promoted at:

- The strategically important resort of Porthcawl;
- Maesteg and the Llynfi Valley by means of enhanced cycling and mountain biking routes and at the destination hub of Caerau;
- Bryngarw Country Park;
- The Ogmere Valley, at the destination hubs of Nantymoel and Blackmill;
- The Garw Valley, at the destination hubs of Blaengarw, Llangeinor and Pontycymmer.

LDP Objectives: 1c, 3c, 3d

5.3.1 The LDP Strategy recognises the importance of tourism and the tourist industry to the economy of the County Borough. This has been confirmed in regional strategies, which identify the key market propositions where the County Borough has a crucial facilitating role to play, especially through the promotion of the strategically important tourist resort of Porthcawl.

5.3.2 The land-use planning system has a key role in ensuring that tourism related development maximises the economic and employment benefits that tourism can bring in a sustainable manner and protects those qualities in the natural and built environment upon which tourism depends. The LDP Strategy seeks to encourage high quality sustainable tourism based on the County Borough's distinctive and valued natural environment, its historic features, the individual identity of its settlements and its cultural heritage.

5.3.3 It also seeks to protect and enhance existing tourist facilities (especially at Bryngarw Country Park) and support proposals for new tourism-related development that widens the range of attractions and facilities to attract more visitors and business tourism to the County Borough. Policy SP11 encourages sustainable tourism initiatives, golf tourism; outdoor activity destinations linked to cycle touring, mountain biking and other extreme sports. In particular, the expansion of cycle tourism in the Llynfi Valley will build on the links to the Valleys Regional Park, Afan Forest Park and Glycorrgw areas in Neath & Port Talbot, by promoting complementary infrastructure and facilities which can benefit the Llynfi Valley as a whole.

Policy REG12

New or Extended Tourist Accommodation, Facilities and Attractions

New or extended tourist facilities and attractions in the countryside will only be permitted where:

1. The activity is compatible with and complimentary to the countryside location, including nature conservation interests;
2. The proposed development is part of an appropriate rural/farm diversification scheme;
3. The proposal assists in the promotion, and is compatible with the role of Bryngarw Country Park and Pontycymmer, Blaengarw, Llangeinor, Blackmill, Nantymoel and Caerau as destination hubs; and/or
4. The proposed development is compatible with the enhancement of its context in terms of its form, materials and details.

Specific sites are allocated for tourism related facilities and attractions at the following locations:

- REG12(1) Fun Farm, Ton Philip Farm, Cefn Cribwr;
- REG12(2) Lakeside Farm Park, Hendre Ifan Coch Farm, Glynogwr;
- REG12(3) Mountain Biking Hub, Blackmill;
- REG12(4) Mountain Biking Hub, Calon Lan, Blaengarw;
- REG12(5) Events Area, Bryncethin Clay Pits, Bryncethin;
- REG12(6) Camper Van Site, Bryngarw Country Park.

5.3.4 In addition, Policy SP11 recognises and compliments the initiatives of the Welsh Government's Western Valleys Strategic Regeneration Area (WVSRA) of which the Bridgend Valleys form a part, to harness their tourism potential, diversify the local economy and sustain communities, as expressed in the Valleys Areas Regeneration Plans (VARP's) objectives and projects in each of the 3 Valleys. These plans promote the settlements of Blackmill, Nantymoel, Blaengarw, Llangeinor, Pontycymmer and Caerau as destination hubs.

5.3.5 Opportunities exist for further improving and co-ordinating the range of tourist accommodation, facilities and attractions. The purpose of Policy REG 12 is to encourage tourism development which increases the range of activities available to visitors in appropriate locations.



TO SPREAD PROSPERITY AND OPPORTUNITY THROUGH REGENERATION

5.3.6 Tourism development projects are an important part of regeneration. In the case of major new tourism developments it is acknowledged that they can make a very significant contribution to urban regeneration. Such attractions will be expected, wherever possible to be located in sustainable locations within, or adjacent to urban areas. Hotels that promote business (as per Policy SP11) can be suitably located on industrial estates / business parks in appropriate locations (under Policy REG2) as representing a use which is complementary to the wider economy and business use of the area as well as providing additional tourist accommodation especially at the weekend when business clients may not be using the accommodation to capacity.

5.3.7 Policy REG12 ensures that those proposals for tourist facilities and attractions, which seek appropriate countryside locations will be related to and in keeping with the surrounding countryside. The kind of tourism proposals which may be acceptable in the countryside relates to those activities which by their very nature require a countryside location such as golf, walking, cycling, fishing, appropriate equestrian activities, appropriate extreme activities whose environmental impact is usually minimal.

5.3.8 The LDP has the opportunity to shape tourism development around existing leisure and recreation facilities such as areas with good opportunities for walking, cycling, horse riding, nature watching or passive enjoyment of the Countryside. Developments which demonstrate an improved linkage to sport and leisure opportunities (e.g. walking and cycling trails, fishing lakes, golf courses) should be viewed as an opportunity to improve resources for tourists in the County Borough.

5.3.9 Policy REG12 also identifies 6 specific tourism-related facilities and attractions within the County Borough. These, together with other proposals that will come forward and are acceptable in the context of Policy REG12, will improve the County Borough's tourism offer.

Policy REG13

Protection of Existing Tourist Accommodation

The loss of service and self-catering tourist accommodation will be permitted only if:

- 1. Its loss would not adversely affect the range and quality of tourist accommodation available within the locality and/or the County Borough;**
- 2. It can be demonstrated that there is no long term demand for the property to be used for tourist accommodation;**
- 3. It can be demonstrated that the building is no longer suitable or viable for tourist accommodation.**

5.3.10 The Council's concern is to ensure that any decline in the level of tourist accommodation, by changes to alternative uses, is properly controlled. Therefore, the purpose of Policy REG13 is to resist the loss of tourist accommodation to other uses, as this can seriously weaken the County Borough's tourism offer. This is supported by advice contained in TAN13 *Tourism* which acknowledges that the availability of a wide range of tourist accommodation benefits the economy in general and gives choice to visitors.

5.3.11 TAN13, however, advises that the planning system should not be used to perpetuate outdated accommodation for which there is no demand. The Council therefore accepts that instances may arise where conversion may be justified for one of the reasons stated under Policy REG13. In assessing applications for conversion to alternative uses, the Planning Authority will take into account the length of time a property has been vacant for and on the market, trends in occupancy rates and customer preferences, and the suitability of the building in terms of size and floor layout for the provision of modern serviced accommodation.



TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

To Create Safe, Healthy and Inclusive Communities

6.1 Housing

Strategic Policy SP12

Housing

Provision will be made for the development of 9,000 new dwellings in Bridgend County Borough up to 2021 which will be distributed in accordance with *Strategic Policy SP1, Regeneration-Led Development*.

The new dwellings will be delivered in the following 5 year periods:

| | |
|-----------|-----------------|
| 2006-2011 | 1,940 dwellings |
| 2011-2016 | 2,681 dwellings |
| 2016-2021 | 4,379 dwellings |

An appropriate mix of dwelling size, type and tenure including approximately 1,310 units of affordable housing will be delivered through the planning system to meet the needs of the County Borough.

LDP Objectives: 1a, 1b, 1c, 1d, 1e, 4c

6.1.1 Policy SP12 identifies a requirement of 9,000 new dwellings to accommodate the anticipated population growth over the Plan period up to 2021. This equates to an average completion rate of 600 dwellings per annum and represents an overall balance of provision in terms of providing sufficient housing to cater for the County Borough's planned increase in population and future economic prospects up to 2021. However, given that the economic prospects and the average household size of the County Borough are not expected to be uniform during the plan period, with the local economy experiencing a decline followed by a period of much higher growth and average household size continuing to decline over the plan period, anticipated housing delivery, as shown in Policy SP12, is sub-divided into three 5 year tranches. Further information on how the dwelling requirement has been derived is contained in Background Paper 2: Population and Housing.



TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

Policy COM1

Residential Allocations in the Strategic Regeneration Growth Areas

The following sites are allocated for residential development in the 4 Strategic Regeneration Growth Areas in the period up to 2021.

| Policy | Location | Settlement | Estimated Number of Units | Estimated Number of Affordable Housing Units through Planning System | Estimated Number of Affordable Housing Units not through Planning System |
|--|---------------------------------------|---------------------|---------------------------|--|--|
| Bridgend Strategic Regeneration Growth Area | | | | | |
| COM1(1)* | Parc Derwen | Bridgend | 1,500 | 150 | 0 |
| COM1(2)* | North East Brackla Regeneration Area | Bridgend | 350 | 70 | 0 |
| COM1(3)* | Parc Afon Ewenni Regeneration Area | Bridgend | 550 | 110 | 0 |
| COM1(4)* | Coity Road Sidings | Bridgend | 140 | 28 | 0 |
| COM1(5) | South Wales Police, Cowbridge Road | Bridgend | 130 | 26 | 0 |
| COM1(6) | Land E. of Masonic Hall, Coychurch Rd | Bridgend | 95 | 0 | 91 |
| COM1(7) | Jubilee Crescent | Bridgend | 40 | 8 | 0 |
| COM1(8) | Land South of Joslin Road | Bridgend | 34 | 8 | 0 |
| COM1(9) | Brocastle Estate | Bridgend | 30 | 6 | 0 |
| COM1(10) | Waterton Manor | Bridgend | 36 | 0 | 0 |
| COM1(11) | Brackla Street | Bridgend | 19 | 0 | 0 |
| COM1(12) | Parc Farm, N.E. of Parc Derwen | Bridgend | 14 | 3 | 0 |
| COM1(13) | Waterton Lane | Bridgend | 11 | 2 | 0 |
| COM1(14) | 6-10 Queen Street | Bridgend | 10 | 0 | 0 |
| | | | Tot. Units | 2,959 | 411 |
| Maesteg and Llynfi Valley Strategic Regeneration Growth Area | | | | | |
| COM1(15)* | Maesteg Washery Regeneration Area | Maesteg | 135 | 21 | 0 |
| COM1(16)* | Ewenny Road | Maesteg | 125 | 19 | 0 |
| COM1(17)* | Coegnant Reclamation Site | Caerau/Nantyffyllon | 100 | 15 | 0 |
| COM1(18) | Crown Road | Maesteg | 40 | 6 | 0 |
| COM1(19) | Former Blaencaerau Junior School | Caerau | 35 | 5 | 0 |
| COM1(20) | Y Parc | Maesteg | 20 | 3 | 0 |
| COM1(21) | Land S. of Cwmfelin Primary School | Cwmfelin | 20 | 3 | 0 |
| COM1(22) | Llynfi Lodge | Maesteg | 13 | 0 | 0 |
| COM1(23) | Land adjacent to 50 Heol Tywith | Nantyffyllon | 13 | 2 | 0 |
| | | | Tot. Units | 501 | 74 |
| Porthcawl Strategic Regeneration Growth Area | | | | | |
| COM1(24)* | Waterfront Regeneration Area | Porthcawl | 1,350 | 405 | 0 |
| COM1(25) | Former Sea Bank Hotel Car Park | Porthcawl | 60 | 18 | 0 |
| COM1(26)* | Pwll y Waun | Porthcawl | 40 | 12 | 0 |
| COM1(27) | Albert Edward Prince of Wales Court | Porthcawl | 35 | 11 | 0 |
| COM1(28) | MOT Centre, Station Hill | Porthcawl | 11 | 0 | 0 |
| COM1(29) | The Nurseries, New Road | Porthcawl | 10 | 0 | 10 |
| | | | Tot. Units | 1,506 | 446 |
| Valleys Gateway Strategic Regeneration Growth Area | | | | | |
| COM1(30)* | Land W. of Maesteg Road | Tondu | 436 | 91 | 0 |
| COM1(31) | Parc Tyn y Coed | Bryncethin | 323 | 66 | 0 |
| COM1(32)* | Ogmore Comprehensive School | Bryncethin | 130 | 26 | 0 |
| COM1(33)* | Gateway to the Valleys | Tondu | 100 | 20 | 0 |
| COM1(34)* | Former Christie Tyler Site | Brynmenyn | 75 | 15 | 0 |
| COM1(35)* | Bryncethin Depot | Bryncethin | 50 | 10 | 0 |
| COM1(36) | Land at Abergarw Farm | Brynmenyn | 50 | 10 | 0 |
| COM1(37)* | Glanrafon | Tondu | 30 | 0 | 30 |
| | | | Tot. Units | 1,194 | 238 |
| Residential Units in the Strategic Regeneration Growth Area - Total Units | | | 6,160 | 1,169 | 131 |

Those sites marked with an asterisk* are included within regeneration mixed-use development schemes defined in Policy PLA3.

6.1.2 In order to create mixed and balanced communities housing choice should be maximised to provide for a range of sizes, types and tenures of accommodation that can increase access to affordable and decent new homes. The "Bridgend Local Housing Market Assessment (2009)" shows that a significant proportion of the County Borough's population is unable to meet their housing needs through the private housing market. The Bridgend LHMA 2009 indicates an annual shortfall of 1,514 affordable dwellings per annum. Whilst the planning system will not make up this shortfall in total it will play an important role in meeting this need. Through the LDP the Council will expand opportunities to maximise the provision of affordable housing in respect of both social rented and intermediate housing for rent and for sale.

6.1.3 The County Borough's need for affordable housing is addressed, and appropriate targets for affordable housing on allocated, windfall and small sites are indicated. The targets have balanced the identified needs with site viability and deliverability considerations determined as part of the "Affordable Housing Viability Study (2010)".

Housing Requirement (2006 - 2021)

6.1.4 The LDP Strategy requires that 9,000 new dwellings be accommodated in the County Borough during the 15 year LDP period from 2006 to 2021. However, 1537 units have already been built between 2006 - 2009 as detailed in the Joint Housing Land Availability Study 2009. This equates to 3 years of the LDP plan period; consequently, the residual requirement for the remaining 12 years of the LDP period up to 2021 is **7,463** dwellings.

| | |
|---|-----------------|
| Housing Requirement 2006 - 2021 | 9,000 dwellings |
| Housing Completions 2006 - 2007 (2007 JHLA) | 635 dwellings |
| Housing Completions 2007 - 2008 (2008 JHLA) | 514 dwellings |
| Housing Completions 2008 - 2009 (2009 JHLA) | 388 dwellings |

Residual Requirement (2009 - 2021) **7,463 dwellings**

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

Housing Supply

6.1.5 The allocation of sites for residential development is important in ensuring sufficient land is available to meet future housing and population requirements. The housing supply is made up of the following elements:

Housing Supply (2009-2021)

| | |
|--|---|
| Housing Allocations COM 1: | 6,160 dwellings |
| Housing Allocations COM 2: | 1,203 dwellings |
| Windfall Allowance (10 or more dwellings) (45 per annum) (COM 3 contribution) | 540 dwellings |
| Small Site Allowance (9 or less dwellings) (65 per annum) (COM 3 contribution) | 780 dwellings |
| Demolitions (2006 -2021) (15 per annum) | -225 dwellings |
| <hr/> | |
| Total Supply (up to 2021): | 8,458 dwellings |
| Total Requirement (up to 2021): | 7,463 dwellings |
| Balance | + 995 dwellings (13% over provision) |

6.1.6 Further information on the housing requirement and supply is contained in Background Paper 2: Population and Housing.

6.1.7 In delivering the identified housing requirement, in accordance with the LDP Strategy, Policy COM1 focuses development opportunities for additional housing in the four Strategic Regeneration Growth Areas as defined by Strategic Policy 1. The Strategic Regeneration Areas are capable of accommodating significant development and have been identified as locations that can help maximise the opportunities for sustainable strategic regeneration in line with the overall Vision and identified LDP objectives for the County Borough.

6.1.8 The scale of new proposals have been based on an appraisal of the locations to determine their suitability to accommodate growth having regard to existing social and physical capacity, the presence of environmental constraints, and the extent to which development can provide, or compensate for necessary additional social or physical infrastructure.

6.1.9 A range of sites are allocated for the development of new housing under Policy COM2. These sites, located outside the four Strategic Regeneration Growth Areas, are intended to meet local needs and provide further housing choice on a range of sites in sustainable locations that complement the role and function of the settlements they are located within.

Policy COM2

Residential Allocations outside the Strategic Regeneration Growth Areas

The following sites are allocated for residential development outside the Strategic Regeneration Growth Areas in the period up to 2021.

| Policy | Location | Settlement | Estimated Number of Units | Estimated Number of Affordable Housing Units through Planning System | Estimated Number of Affordable Housing Units not through Planning System |
|--------------------|-----------------------------------|----------------|---------------------------|--|--|
| COM2(1)* | Land S.W. of City Road | Bettws | 80 | 12 | 0 |
| COM2(2) | City Farm | Bettws | 40 | 2 | 0 |
| COM2(3) | Heol Dewi Sant (rear of) | Bettws | 11 | 0 | 0 |
| COM2(4)* | Land adjoining Cwm Ogwr Fach | Blackmill | 43 | 5 | 0 |
| COM2(5) | Cae Gleision, Broadlands | Bridgend | 284 | 31 | 0 |
| COM2(6) | Ysgol Bryn Castell | Bridgend | 150 | 30 | 0 |
| COM2(7) | Chelsea Avenue | Bridgend | 110 | 30 | 0 |
| COM2(8) | Llys Fitzhamon | Bridgend | 41 | 0 | 0 |
| COM2(9) | Cefn Glas Road | Bridgend | 10 | 0 | 0 |
| COM2(10) | Coed Parc | Bridgend | 20 | 4 | 0 |
| COM2(11) | Former Wildmill Boiler House | Bridgend | 10 | 0 | 0 |
| COM2(12) | Former Abercerdin School | Evanstown | 11 | 3 | 0 |
| COM2(13) | Former Goricon Site | Kenfig Hill | 29 | 0 | 29 |
| COM2(14) | Troed y Ton | Kenfig Hill | 39 | 0 | 39 |
| COM2(15) | Pantyrwel Court | Pantyrwel | 19 | 0 | 0 |
| COM2(16) | Ty Nant, Heol Llangeinor | Llangeinor | 10 | 2 | 0 |
| COM2(17) | Waunwen | Nantymoel | 35 | 5 | 0 |
| COM2(18) | Cwrt Colman Street | Nantymoel | 21 | 0 | 0 |
| COM2(19) | Heol y Fedwen/Haul Bryn | Nantymoel | 11 | 0 | 0 |
| COM2(20) | Marlas Farm | North Cornelly | 48 | 0 | 36 |
| COM2(21)* | Land at Gibbons Way | North Cornelly | 45 | 7 | 0 |
| COM2(22) | Ffordd yr Eglwys (land off) | North Cornelly | 22 | 3 | 0 |
| COM2(23) | Thomas Crescent (land adjacent) | North Cornelly | 14 | 2 | 0 |
| COM2(24) | South of Hendre Road | Pencoed | 35 | 0 | 0 |
| COM2(25) | 2 Penprysg Road | Pencoed | 12 | 0 | 12 |
| COM2(26)* | Former Surgery Site, Coychurch Rd | Pencoed | 13 | 2 | 0 |
| COM2(27) | Pencoed Primary School | Pencoed | 10 | 2 | 0 |
| COM2(28) | Ty Draw Close (land rear of) | Pyle | 30 | 9 | 0 |
| Total Units | | | 1,203 | 149 | 116 |

Those sites marked with an asterisk* are included within regeneration mixed-use development schemes defined in Policy PLA3.

Housing Allocations

6.1.10 Housing allocations under Policy COM1 and COM2 include:

- Sites with planning consent/approved subject to signing of S106 agreement/pipeline developments subject of pre-application negotiation at April 2009;
- Regeneration Development Sites;
- Sites with an approved Development Brief/Development Framework;
- New sites that have been identified as suitable for residential development or for a mix of uses, including housing, as a result of a robust candidate site/development site assessment process.

6.1.11 The proposed number of units identified for each site is indicative and have either been based on details contained in a planning application or Development Brief / Framework or where no details have been provided the housing numbers represent the Councils assessment of an appropriate number of units, based on 35 dwellings per hectare. However issues such as design, highway safety and acknowledged physical or infrastructural constraints on the site have been taken into account where they are known. Therefore higher or lower densities may be acceptable where the proposed development addresses other policy considerations, including detailed design, access and sustainability issues which will be considered at a later stage of the development process.

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

6.1.12 The estimated number of affordable houses for each site is based on the number of units being provided through the Planning System and derived from the requirement detailed in Policy COM5 or, where a site benefits from a planning consent or approved subject to signing of S106 agreement, the actual number of affordable housing units secured by condition or relevant S106. It should be noted that where a planning consent expires the requirements of COM5 will apply to any future planning application which may result in a change to the estimated number of affordable houses being provided through the planning system.

Policy COM3

Residential Re-Use of a Building or Land

Residential developments within settlement boundaries defined in Policy PLA1 on 'windfall' and 'small scale' sites for the conversion of existing buildings, or the re-use of vacant or under-utilised land will be permitted where there is no overriding need to retain the existing use of the building or land for an alternative local land use requirement.

6.1.13 The LDP Strategy requires the delivery of mixed and balanced communities through the delivery of a range of house types and tenures to meet the needs and aspirations of the population of the County Borough. Policy COM3 supports the re-use of buildings and land to maximise new housing opportunities within the identified settlements of the County Borough.

6.1.14 The appropriate conversion of properties and re-use of under utilised land in urban areas is eminently sustainable as the existing property or land is usefully recycled thereby reducing the need to develop 'greenfield sites'. Furthermore, additional accommodation is provided within the existing community where it is most needed and most accessible.

6.1.15 However Policy COM3 ensures that the conversions of existing buildings and re-use of vacant or underutilised land, will not be permitted where it will result in the loss of land or a building required for an alternative land use requirement.

Windfall Sites

6.1.16 Windfall Sites' are defined as sites with a capacity of 10 or more units that are not specifically allocated for housing. In order to assess the likely contribution that such sites can make to the housing supply, it has been necessary to monitor such sites coming forward under the respective Policies in the former Ogwr Borough Local Plan and the Bridgend Unitary Development Plan. Over a period of 15 years up to 2009, the average number of dwellings developed per annum on Windfall Sites has been 43.5 units; therefore it is not unreasonable to assume a further contribution of 675 dwellings (45 per annum) coming forward during the LDP period.

6.1.17 Windfall sites will also contribute to affordable housing provision as the sites meet the thresholds detailed in Policy COM5. The contribution of affordable housing to the overall affordable housing target from windfall sites is estimated to be 105 units over the Plan period. This has been based on an estimate of windfall sites coming forward in each of the differing market areas defined by Policy COM5, derived from historical windfall completions.

Small Sites

6.1.18 Small Scale sites are defined as those accommodating less than 10 dwellings. The number of units completed on sites of less than 10 units is recorded as part of the annual Joint Housing Land Availability Study. Such sites make an important contribution to the overall housing supply, introducing an important element of choice and flexibility into the housing market, including opportunities for self-build and bespoke housing. Over a period of 15 years up to 2009, the average number of dwellings developed on small sites per annum is 64.5 units; therefore it is not unreasonable to assume a further contribution of 975 dwellings (65 per annum) coming forward during the LDP period.

6.1.19 Small Sites will also contribute to affordable housing provision where a site meets the thresholds detailed in Policy COM5. The contribution of affordable housing from small sites is estimated to be approximately 52 units over the Plan period. This has been based on an estimate appropriate sites coming forward in each of the differing market areas defined by Policy COM5, derived from historical completions.

Policy COM4

Residential Density

On sites exceeding 0.15 hectares in size new residential developments will be built at a density of at least 35 dwellings per hectare. A lower density level may be accepted as a requirement of design, physical or infrastructure constraints or where it can be demonstrated there is a particular lack of choice of housing types within a local community.

6.1.20 The LDP acknowledges that it is important that new development uses land efficiently by being of a density which maximises the development potential of the land. Therefore a minimum density will be applied to all new residential developments on sites exceeding 0.15 hectares in size to ensure the efficient use of land across the Plan area along with maximising affordable housing provision in accord with policy COM5. However, a lower density may be accepted where proposals address other Policy considerations, where development would have an unacceptable impact on design, highway safety or where there are acknowledged physical or infrastructural constraints on the site.

6.1.21 Lower density may also be acceptable where it addresses a particular issue relating to a lack of housing choice, in particular within some valley communities which are dominated by high density terraced housing and where lower form of density would provide greater choice especially where this is delivered by self build initiatives.



TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

Policy COM5 Affordable Housing

Where a local need is demonstrated, the Council will expect an appropriate element of 'affordable housing' to be provided on sites capable of accommodating 5 or more dwellings or exceeding 0.15 hectares in size.

The Council will seek the following affordable housing Market Area targets*:

30% affordable housing in Porthcawl and Rural;
20% affordable housing in Bridgend, Pencoed and Hinterland;
15% affordable housing in the Western Settlements, Ogmore, Garw and Upper Llynfi Valleys.

Such affordable housing will be implemented through the use of appropriate planning conditions and/or obligations/agreements and/or through contractual agreements between the Council, developers and Registered Social Landlords.

* Affordable Housing Market Areas shown in Plan 3

6.1.22 Of major importance to the LDP strategy is the delivery of affordable housing. PPW (2011) recognises that a community's need for affordable housing is a material planning consideration. More detailed guidance in Technical Advice Note (Wales) 2: Planning and Affordable Housing (2006) requires local authorities to include affordable housing policies in their LDPs where a Local Housing Market Assessment (LHMA) has provided the evidence base to support policies to deliver such housing through the planning system.

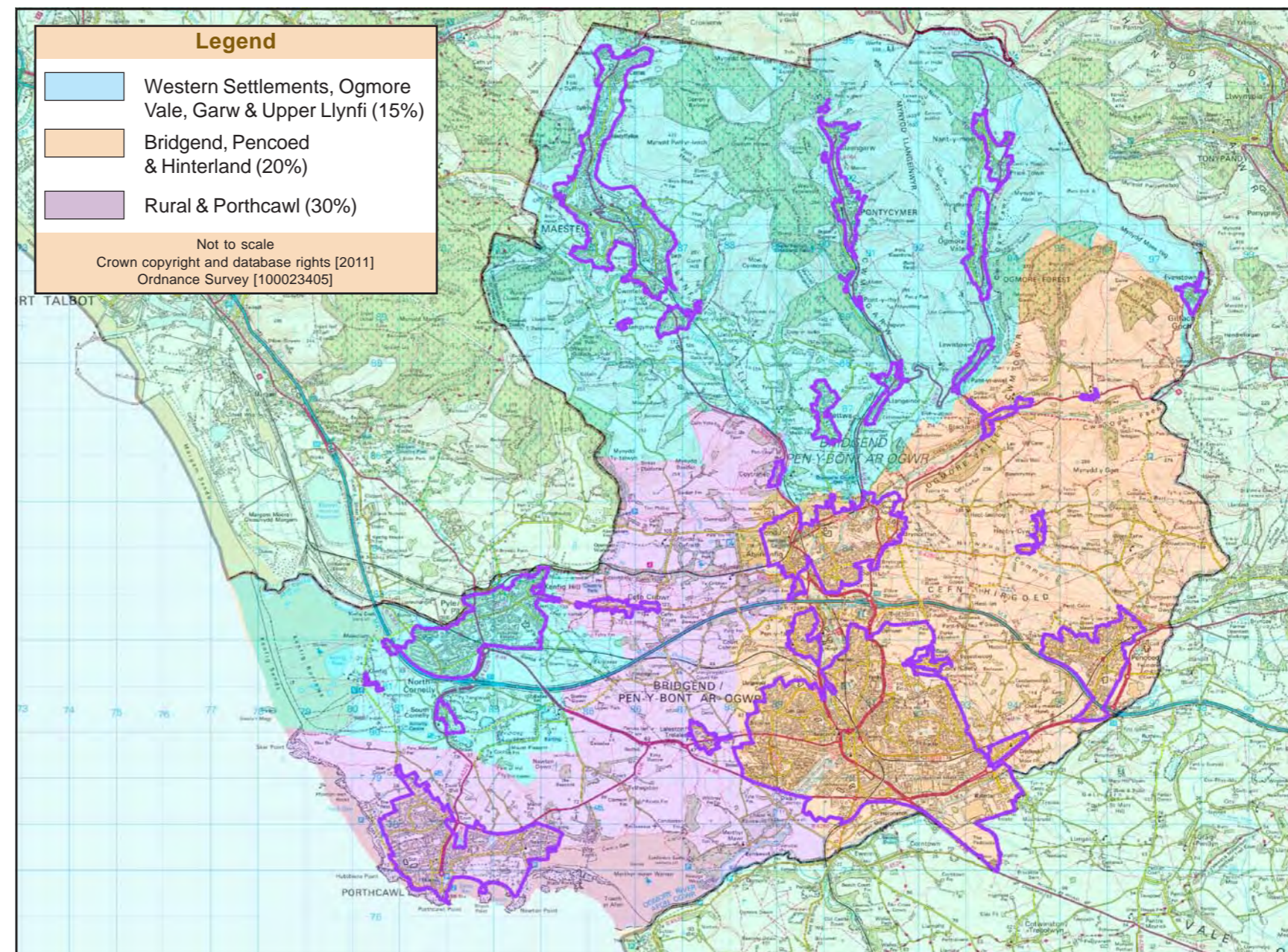
6.1.23 Policy COM5 will be applied to all proposed housing developments covered by the policy thresholds, including proposals on previously developed land, redevelopment schemes, schemes providing specialised accommodation (except those in which residents require a significant element of care), conversions, changes of use, and mixed-use developments containing housing.

6.1.24 Policy COM5 responds to the requirement for the planning system to play its part in securing affordable housing. It is based on the findings of the Bridgend Affordable Housing Viability Study (June 2010) which uses the methodology agreed with the South East Wales Strategic Planning Group (SEWSPG). This is based on an appraisal model that mimics the approach developers take

when purchasing land. Its basic assumptions are that the value of a site will be the difference between what the scheme generates and what it costs to develop. The model can take into account the impact of affordable housing, other Section 106 agreements and the availability of grant funding.

6.1.25 The Council believes Policy COM5 provides an ambitious yet achievable Policy framework for the delivery of affordable housing through the Planning System.

6.1.26 On the basis of the units already provided through the planning system between 2006 -2009, and the individual site specific estimates of affordable houses delivered through the planning system from Policies COM 1, COM 2, Windfall Sites and Small Sites (COM3) there is a County Borough wide target for Affordable Housing of 1,310 units up to 2021. The affordable housing target is made up of the following elements:



Affordable Housing Market Areas for Bridgend County Borough

Plan 3

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

| | |
|---|-------------|
| Affordable Housing Delivered through the planning system 2006 – 2009: COM 1 | 31 units |
| Estimated Number of Affordable Houses: COM 2 | 1,169 units |
| Estimated Number of Affordable Houses: Windfall Sites (COM3) | 149 units |
| Estimated Affordable Houses Target: Small Sites (5-9 dwellings) (COM3) | 105 units |
| Estimated Affordable Houses: Minus 13% over provision in housing supply | 52 units |
| | -196 units |

Affordable Housing Target: 1,310 units

6.1.27 Further advice is contained in the Councils Supplementary Planning Guidance on Affordable Housing.

Policy COM6 **Gypsy and Traveller Sites**

Sites and/or pitches to accommodate gypsies and travellers residing in or resorting to the County Borough will be permitted where they satisfy the following criteria:

- 1. There is an identified need for a site and/or pitch;**
- 2. In sequential order of preference it has been demonstrated that there are firstly no suitable sites or pitches available within existing settlement boundaries; or secondly that a site or pitch cannot be located within the curtilage of an existing development within the countryside;**
- 3. Are well related to community services and facilities;**
- 4. Capable of being served by utilities including waste disposal and recovery;**
- 5. Can accommodate residential and home-based business uses without detriment to amenity and character of the area;**
- 6. Capable of being screened and suitably landscaped to a standard compatible with either its urban or rural surroundings; and**
- 7. Provide an appropriate layout, in terms of pitches, amenity buildings, hard standings and open spaces.**

6.1.28 Bridgend County Borough is not an area in which any sizeable numbers of gypsies and travellers have resided, or resort to. There is currently one privately owned Gypsy and Traveller site (with planning permission) comprising two pitches just north of Pencoed. There are no 'permanent' unauthorised developments or long-term encampments in the County Borough.

6.1.29 Local authorities are required to assess the accommodation needs of Gypsy families (Housing Act 2004 S.225 & 226). Planning Policy Wales (2011) states that it is important for LDPs to have policies for the provision of sites. It indicates that where there is an assessment of unmet need for Gypsy and Traveller accommodation, sufficient sites should be allocated in the LDP to meet these needs.

6.1.30 As a supplement to the Bridgend County Borough Local Housing Market Assessment (2009) a Gypsy & Traveller Accommodation Assessment was commissioned. Its purpose was to assess the need for permanent residential and transit pitches for Bridgend's Gypsy and Traveller population. The report concluded that there was no evidence to suggest a need for a permanent residential site; however it did identify a need for 6 transit pitches within Bridgend County Borough up to 2021. The report recommended that the Council consider if the provision of a transit site would be suitable or whether a management solution would be a more effective and preferred option. The Council is developing a management solution by means of a structured and tolerant 'peripatetic' service co-ordinated by the Local Authority in partnership with the Police and other agencies.

6.1.31 In tandem with the management solution the accommodation requirements of Gypsies and Travellers will be closely monitored and Policy COM6 will provide a suitable framework for the assessment of permanent and / or transit sites if a future need is identified.

6.1.32 Policy COM6 provides the scope for gypsies and travellers who do not choose to be accommodated in settled communities to have the opportunity to be accommodated on sites or pitches designed to house temporary and/or mobile accommodation only. Such sites are not opportunities for permanent residential buildings, which would be contrary to other Policies in the Plan relating to the protection of the countryside. In demonstrating the suitability of a site and in applying the sequential test at criterion 2 above, a proposal will need to demonstrate to the Council that sequentially preferable sites are not economically viable.

6.2 Social and Community Facilities

Strategic Policy SP13

Social and Community Facilities

In order to maintain and improve the quality of life of residents the following social and community uses and/or facilities will be retained or enhanced:

**Educational and training facilities;
Health and well being facilities;
Libraries;
Outdoor recreation;
Indoor leisure facilities;
Community buildings;
Allotments; and
Cemeteries.**

In the interest of improved service provision, all proposals for new or replacement social and community facilities should demonstrate that every reasonable attempt has been made to consider the co-location with another social and community facility before a stand alone facility is considered.

LDP Objectives: 4a, 4b, 4d

6.2.1 The term 'social and community facilities' covers a broad range of activities and services, some of which are in the ownership of the Council, and others that are privately owned. Local social and community facilities are important to the health and well being of local communities. Their existence is often the key determinant in creating viable and sustainable local communities if such facilities are in easy walking and cycling distance for local residents. Policy SP13 therefore seeks to retain or enhance facilities to ensure no section of the community is excluded from having access to basic services, with the overall aim of creating sustainable and inclusive communities.

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

6.2.2 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, and are not diminished or undermined by planned growth. Social and community uses and/or facilities include schools, sport, recreation, leisure and cultural facilities, health services, libraries, cemeteries, and all types of community buildings including places of worship, and in some cases privately owned community buildings such as crèches, indoor leisure facilities, gymnasiums, and public houses. A local 'pub' could be regarded as a community building, especially where it is the only communal building in a small settlement.

6.2.3 It is recognised that opportunities for new social and community facilities may often be limited, especially where these are not commercially funded but subsidised by the Council; therefore the LDP sets out a basic principle of retaining existing facilities where these provide a vital and sustainable role within their communities. Policy SP13 also seeks to provide new facilities where they are needed and justified.

Policy COM7 **Protection of Social and Community Facilities**

Proposals which result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:

1. A suitable alternative location is available and a facility of equivalent community benefit is provided by the developer on or off the site; or
2. In the view of the local planning authority the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.

6.2.4 Policy COM7 aims to protect all existing and proposed social and community facilities that provide a valuable role in their communities against development which would result in their loss and have an adverse impact on the community within which they are intended to serve.

6.2.5 In terms of the location of new or replacement facilities, the role of the Council and other partner organisations in supporting and developing such a model of provision will be vital, as will an innovative and joined-up approach to service delivery and the multi-use of buildings.

6.2.6 The LDP Strategy acknowledges that good access to social and community facilities is fundamental in addressing social inequalities within and between different communities in the County Borough, providing the opportunity for people to lead healthy, safe, and well balanced life. Where a need is identified, the LDP seeks to ensure that facilities are delivered in an appropriate manner at appropriate locations through the relevant LDP Policies and associated Supplementary Planning Guidance (SPG).

Policy COM8 **Provision of Health and Well-Being Facilities**

Sites for new health and well-being facilities have been identified and will be permitted at the following locations:

- COM8(1) Land off Min y Nant, Pencoed;
- COM8(2) Bridgend Road, Aberkenfig;
- COM8(3) Land at Gibbons Way, North Cornelly;
- COM8(4) Porthcawl Waterfront Regeneration Area;
- COM8(5) The Resource Centre, Bridgend;
- COM8(6) Glanyrafon, Tondu

Existing health and well-being facilities will be extended at the following location:

- COM8(7) Oak Tree Surgery, Brackla;
- COM8(8) Glan Rhyd Hospital, Penyfai;
- COM8(9) Princess of Wales Hospital.

Appropriate new medical related development in association with existing health and well-being facilities will be permitted provided the development would bring benefit to health care.

The Council will work with the Local Health Board to identify sites and, where appropriate, work in partnership, to provide joint health and well-being facilities within the County Borough.

6.2.7 Bridgend County Borough is served by the Abertawe Bro Morgannwg University Health Board (ABM) which brings together the former Abertawe Bro Morgannwg University NHS Trust and the Local Health Boards of Neath Port Talbot, Swansea and Bridgend.

6.2.8 The Council will work in partnership with the Board to provide Bridgend with the opportunity to establish access to high quality health care, improving the health and well-being of the local population and reducing inequalities throughout the County Borough.



Policy COM9 **Provision of Community Buildings**

Sites for new community buildings have been identified and will be permitted at the following locations:

- COM9(1) Land adjoining Cwm Ogwr Fach, Blackmill;
- COM9(2) Parc Derwen, Bridgend;
- COM9(3) Porthcawl Waterfront Regeneration Area;
- COM9(4) Lower Comprehensive School Site, Maesteg;
- COM9(5) Archbishop McGrath, Brackla;
- COM9(6) Land north of Brackla Infants School;
- COM9(7) Gateway to the Valleys, Ynysawdre;
- COM9(8) Former Blaenllynfi School Site, Caerau;
- COM9(9) Parc Afon Ewenni, Bridgend;
- COM9(10) Llangeinor Sports Ground;
- COM9(11) Ty'r Ardd Day Centre, Bridgend.

The existing community buildings at the following locations will be extended:

- COM9(12) Sarn;
- COM9(13) Wildmill;
- COM9(14) Noddfa Chapel, Caerau.

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES



6.2.9 Policies COM8 and COM9 contribute to providing an adequate supply of land throughout the County Borough for health centres and community buildings, as well as extensions to existing facilities where a need is identified.

6.2.10 For the purposes of the LDP a 'community building', as referred to in Policy COM9, is defined as a facility used by local communities for leisure and social purposes, often on a non-profit basis, although increasingly such buildings should have a dual purpose and incorporate necessary ancillary commercial elements in order to make them sustainable in the longer term. Community buildings include community centres and meeting places, community halls, community learning & training enterprises, life centres, leisure centres and libraries.

6.2.11 The co-location of multiple uses in close proximity or in one building is important in providing a range of activities to meet the communities' diverse needs. Co-location provides the opportunity for sustainable linked activities and has potential to create a greater sense of ownership and community. At the same time this model of provision also provides better value for money in terms of operating costs. Therefore, the Council will, wherever practicable, seek to combine social and community uses in one location or a single building. An opportunity exists to realise this with respect to the Council's aspirations for community focussed schools as part of the School Modernisation Programme.

Policy COM10

Provision of Educational and Training Facilities

Land will be allocated and safeguarded for the provision of educational and training facilities at the following locations:

- COM10(1) Blaengarw;
- COM10(2) Lower Comprehensive School Site, Maesteg;
- COM10(3) Parc Derwen, Bridgend;
- COM10(4) Heol Eglwys, Penyfai;
- COM10(5) Penprysg Road, Pencoed;
- COM10(6) Archbishop McGrath, Brackla;
- COM10(7) Gateway to the Valleys, Ynysawdre;
- COM10(8) Land west of Maesteg Road, Tondy;
- COM10(9) Ogmores Comprehensive School, Bryncethin;
- COM10(10) The Coegnant Reclamation Site, Caerau/Nantyyffyllon.

The existing educational and training facilities at the following locations will be extended:

- COM10(11) Land adjoining Newton Primary School;
- COM10(12) Bryncethin Primary School.

6.2.12 The Council is required to ensure that the educational needs of children and young people within the County Borough are satisfactorily met. The Children and Young Peoples Plan sets out the priorities for meeting these needs.

6.2.13 The new or extended facilities identified in Policy COM10 form part of the Council's School Modernisation Programme. This is a programme that will deliver improvements to school provision throughout the County Borough.

6.2.14 The School Modernisation Programme is however an evolving process, and other proposals, based on educational need may become priorities during the lifetime of the LDP. To assist in delivering the proposals set out in Policy COM10 and other educational needs that may arise, Infrastructure Policy SP15 requires new housing development to contribute, where justified, to new educational facilities. The parameters of these contributions will be detailed in the Councils SPG - Residential Development and Educational Facilities.

6.2.15 Schools provide the ideal opportunity to play a much wider and multi-functional role in the community through addressing both the broad range of educational needs of children and young people during traditional school opening hours and also acting as community-based learning and recreational environments, especially during out-of-school hours and school holidays. They are therefore seen as primary assets in terms of delivering the LDP Strategy and implementation of Policy SP14.

Policy COM11

Provision of Outdoor Recreation Facilities

Provision, or the equivalent value of a satisfactory standard of outdoor recreation space will be required for all new housing developments.

A satisfactory standard of recreation will be based on:

1. 1.6 hectares per 1,000 population for outdoor sport;
2. 0.8 hectares per 1,000 population for children's playing space;
3. 0.2 hectares per 1,000 population for allotment provision;
4. No person should live more than 300 metres from their nearest area of accessible natural green space.

The above range and type of provision may be provided on or off site. The alternative is to provide equivalent value to the above standards in developer contributions. These contributions can be used to improve existing provision by:

- (a) making an area more accessible to the community;
- (b) better management for biodiversity and/or for passive enjoyment;
- (c) enhancements through more usable equipment, or better space or ancillary facilities;
- (d) increase in playing capacity;

or a combination of the above.

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

6.2.16 Using these standards together with relevant quantitative and qualitative information held by the Council on the provision of children’s playing space, outdoor recreation, allotments, accessible natural green space and playing pitch quality, together with the need to take into account various strategies and priorities of the Council as a service provider, the Council will work with developers to maintain a satisfactory level and balance of good quality outdoor recreation space for all its residents.

6.2.17 All new housing developments will be expected to include approximately 10% of the development site area for public ‘amenity’ purposes in the interest of good design. In addition, for the purposes of Policy COM11, the Council has adopted the benchmark standards endorsed by Fields in Trust (FIT), the National Society of Allotment and Leisure Gardeners and Countryside Council for Wales Toolkit, for the provision of Accessible Natural Green space.

6.2.18 For the purposes of the LDP, outdoor recreation facilities are defined as follows:-

Outdoor Sports

Outdoor Sport is defined as all areas marked and laid out for formal active recreation purposes. It includes area such as pitches, green, courts, athletics tracks and training areas. It also includes facilities ancillary to the purposes of outdoor sports such as changing rooms, toilets, pavilions and clubhouses. Also included is land and facilities associated with schools if these are available for the wider community.

Children’s Playing Space

Children’s Playing Spaces are designated areas for children and young people that have been designated to provide focussed opportunities for outdoor play. These can include areas containing recreational equipment and grassy areas for small children or older children to enjoy recreational activities. For the purposes of Policy COM10 and the LDP, the Fields In Trust standard of 0.8 hectares per 1000 population is used as a benchmark standard of provision.

Allotments

Allotments are recognised as providing multi-functional benefits to communities in terms of sustainability, leisure and biodiversity. They are areas of open space within and accessible to the urban environment that can provide moderate exercise, relaxation and the production of fresh fruit and vegetables. They also provide

community, health and social benefits, encouraging interaction between users of all ages, providing the opportunity to teach and learn, and enhancing local biodiversity.

Accessible Natural Green Space (including public open space)

These are defined as predominantly natural areas which contribute to the quality of life of urban areas, and where these areas contain features such as woodland, shrubbery, heath and rough grassland. They also include wetlands or coastal areas characterised by open water, reeds, sand dunes or rocky shores. The Countryside Council for Wales recommends a standard of at least 2 hectares per 1000 population in a range of tiers into which different site sizes fit. For the purposes of Policy COM13, the first tier recommending that no person should live more than 300 metres from their nearest natural green space is used as a benchmark.

6.2.19 To reflect the aspiration set by the Welsh Government in their ‘Climbing Higher’ Strategy to create a more ‘*Healthy, Active and Inclusive Wales*’, where the Council is aware of specific requirements through various strategies, studies and supported by outdoor sport and recreation space audits, sites have been allocated to ensure that the communities needs are met for both formal and informal recreation.



6.2.20 In terms of outdoor sports provision, the need to target scarce resources means that the upgrading of existing pitches is currently taking priority over provision of new ones. New pitches will be developed on the land identified as resources and/or developer contributions become available (subject to Policy SP14). More importantly, Policy COM12 gives the land long-term protection from alternative uses.

Policy COM12 Provision of Playing Fields

The Council will promote the provision of playing fields and ancillary facilities wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:

- COM12(1) North East Brackla Regeneration Area;
- COM12(2) Coegnant Reclamation Site, Caerau/ Nantyffyllon;
- COM12(3) West of Grassholm Way, Rest Bay, Porthcawl;
- COM12(4) Newbridge Fields Extension, Bridgend;
- COM12(5) Parc Derwen, Bridgend;
- COM12(6) Gateway to the Valleys, Ynysawdre;
- COM12(7) East of Crown Road, Waun Cimla, Kenfig Hill and Pyle;
- COM12(8) Pandy Park Extension, Ynysawdre.

Policy COM13 Provision of Accessible Natural Greenspace (including public open space)

The Council will promote the provision of accessible natural greenspace (including public open space) wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:

- COM13(1) Blaengarw and Pontycymmer Linear Park;
- COM13(2) Part of former Central Washery Site, Ogmere Vale;
- COM13(3) Heol Wastad Waun, Pencoed;
- COM13(4) Pwll-y-Waun, Porthcawl;
- COM13(5) Brackla Ridge and Associated Areas, Bridgend;
- COM13(6) Parc Tyn y Coed, Bryncethin;
- COM13(7) Parc Afon Ewenni, Bridgend;
- COM13(8) Parc Derwen, Bridgend;
- COM13(9) Land off Waunscil Avenue, Bridgend;
- COM13(10) Land South West of City Road, Bettws;
- COM13(11) Former Maesteg Washery Site, Maesteg.

TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

6.2.21 Accessible Natural Greenspace and Public open space, recreation space and amenity space are less formal in character than outdoor sports facilities and provide the opportunity for a mixture of activities to be enjoyed by all ages of the community.

Policy COM14 **Provision of Allotments and Community Food Networks**

The Council will promote the provision of allotments and community food networks wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:

- COM14(1) Caerau and Brynglas Market Garden;**
- COM14(2) Land to South of Llangeinor Football Club.**

6.2.22 Policy COM14 aims to promote the provision of additional allotments gardens throughout the County Borough, the locations of which will also be promoted by the Council's Allotment Strategy. Existing provision will be protected from the impact of development through Policy COM7.

6.2.23 COM14 also supports the creation of 'community food networks', which are a means of bringing together food producing, consumer and community groups to work together, with the overall objective of making locally grown and surplus food available to local communities. This is particularly important for the County Borough's most disadvantaged communities, especially in the valleys where local shops may not stock a large amount of fresh produce at affordable prices. The LDP supports such an approach, which reduces 'food miles' and a community's need to travel thereby contributing to combating the effects of climate change and mitigating against the negative effects of Peak Oil whilst also promoting biodiversity and habitat creation as part of a future Green Infrastructure Plan for the County Borough.

6.2.24 The provision of allotments and community growing space also supports the Council's 'Community Foodie Schemes' which is a joint project with the Vale of Glamorgan and funded through the Rural Development Plan, which encourages local landowners and the community to work together to use underutilised land for the growing of local produce and enhance their horticultural skills.

Policy COM15 **Provision of Cemeteries**

The following sites are allocated and safeguarded for the provision of cemeteries:

- COM15(1) Porthcawl Cemetery, Porthcawl;**
- COM15(2) Cornelly Cemetery, North Cornelly;**
- COM15(3) Gelliron Cemetery, Pontycymmer;**
- COM15(4) Pencoed Cemetery, Pencoed;**
- COM15(5) Sarn Cemetery, Sarn.**

6.2.25 Cemeteries are recognised as being multi-functional in nature, not only providing burial ground, but are important places of peace and tranquillity with a role as informal recreational space. Based on identified need, COM15 allocates and safeguards specific areas of land alongside existing provision to maintain an adequate supply of burial ground.



TO CREATE SAFE, HEALTHY AND INCLUSIVE COMMUNITIES

6.3 Infrastructure

6.3.1 New development often creates a need for additional or improved community services and facilities without which the development could have an adverse effect upon amenity, safety, or the environment. Planning obligations are legally binding agreements between a local authority and a developer / landowner and are the means through which these deficiencies are mitigated.

6.3.2 Planning obligations, also known as Section 106 agreements, provide a means of enabling people with an interest in land to either reach an agreement with the local planning authority, or enter into a unilateral undertaking, to:

- restrict the development or use of the land in a specified way;
- require specified operations or activities to be carried out in, on, under or over the land;
- requiring the land to be used in a specified way, or;
- require a sum or sums to be paid to the authority on a specified date, dates or periodically.

6.3.3 Guidance on the use of planning obligations is provided in Planning Policy Wales (2002) and Welsh Office Circular 13/97 'Planning Obligations'. In line with this guidance and the Community Infrastructure Levy Regulations 2010 planning obligations can only be sought where they are:

- necessary to make the proposed development acceptable in land
- use planning terms;
- directly related to the proposed development;
- fairly and reasonably related in scale and kind to the proposed development;

6.3.4 Contributions from developers may be used to:

- offset negative consequences of development; and
- help meet local needs and priorities.

Strategic Policy SP14

Infrastructure

Applications for built development should include material proposals which deal with the fair and reasonable direct and indirect infrastructural requirements of the development, and which also ensure that there is not a consequential and significant planning loss to the existing community. Where appropriate, such proposals will be secured by means of planning agreements/obligations.

The requirements for such agreements will include consideration of and appropriate provision for:

- **Affordable housing;**
- **Educational facilities and/or their upgrades;**
- **Outdoor recreation;**
- **Renewable energy and low carbon technologies;**
- **Improvements to the highway network, including walking and cycling routes and public transport;**
- **Protection, enhancement and management of the natural, historic and built environment;**
- **Community facilities and/or their upgrades;**
- **Waste management and recycling facilities;**
- **Initiatives to manage and mitigate the impact of climate change; and**
- **Improvements to the public realm.**

LDP Objectives: ALL

6.3.5 The policy highlights the general principle that infrastructure will be required where necessary in planning terms and indicates the broad range of matters that may need to be addressed. Responsibility will be placed on those who will carry out the development. Section 106 agreements are a product of negotiation. The detailed requirements will comply with the tests set out in Government guidance and legislation (or their successors).

6.3.6 Developers are encouraged to make use of pre application discussions to identify likely requirements at an early stage. It is our intention to carry out negotiations in respect of such agreements in an open and transparent manner. It is important that development costs, including the costs of implementing planning agreements should not prejudice development that supports the Council's aspiration to see the regeneration and improvement of the Borough. However, if such costs would result in a proposal being unviable, the Council may conclude that the benefits of the development outweigh the benefits of seeking to secure all the infrastructural requirements. In cases where it is claimed that development is unable to support the costs of a planning obligation, the developer will need to demonstrate that a project is unviable by an open book approach. In cases where it can be demonstrated that the provision of multiple obligations is unsustainable and a prioritisation is required, the Council would wish to assess the need for contributions on a case-by-case basis to provide a flexible approach that reflects local circumstances and need. In cases of demonstrable financial non viability the Council's planning obligation requirements will also be minded to reflect the Welsh Government's Ministerial objectives at the time.

6.3.7 The Community Infrastructure Levy Regulations 2010 came into force in April 2010, with the intention of funding infrastructure required to implement development plans. The key features of the Regulations are as follows:

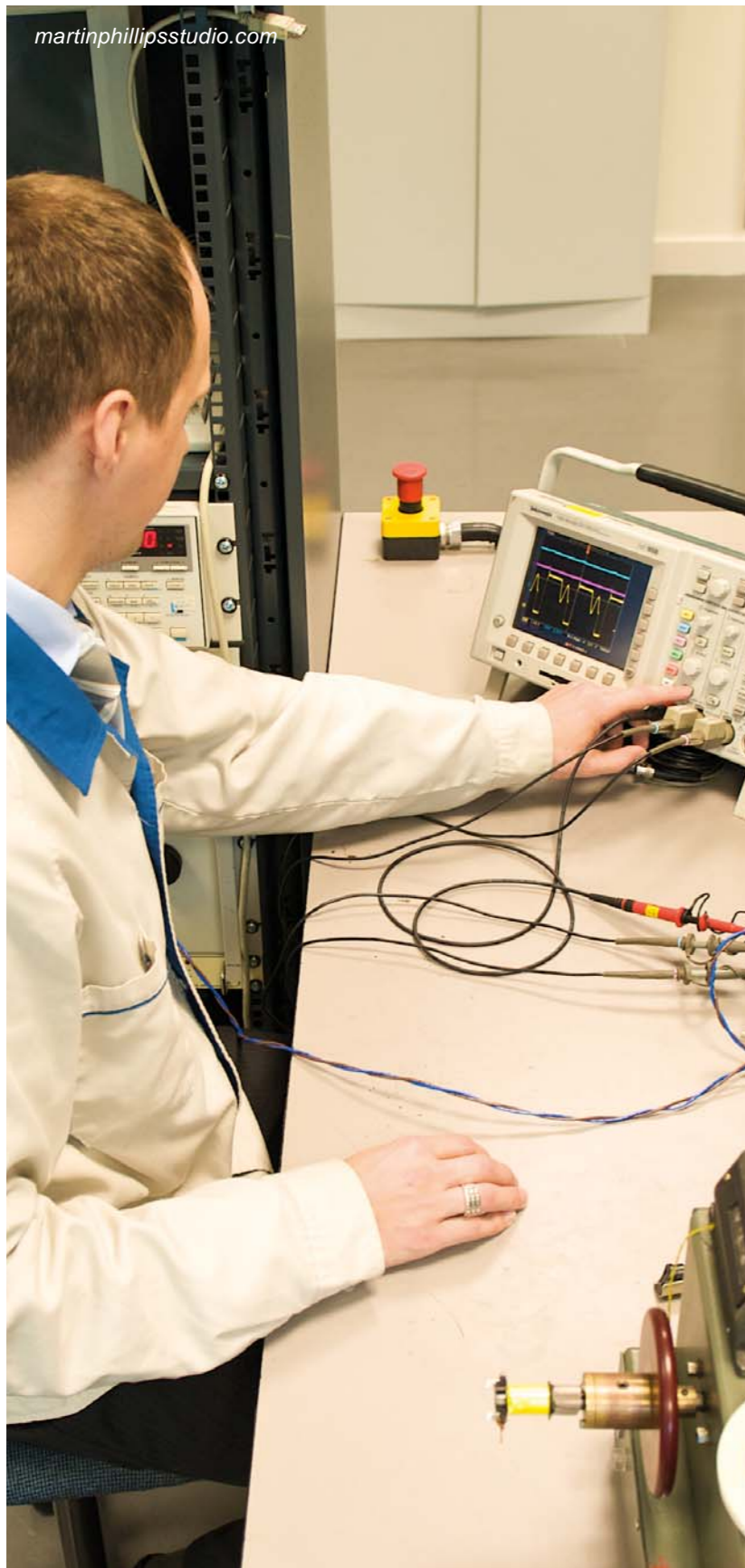
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- Application of the new charge remains at the discretion of the local planning authority;
- It will apply to most types of new development;
- It will be based on simple formulae which relate the size of the charge to the size of the character of the development paying it;
- The proceeds of the levy will be spent on local and sub regional infrastructure to support the development of the area;
- The setting of the charge will be rooted in the development plan and will be based on gaps in funding for infrastructure required to deliver the vision of the Plan; and
- Planning obligations will remain when the charge is introduced due to the role they play in mitigating the impacts of a particular development.

6.3.8 The Regulations will limit the use of Section 106 obligations beyond April 2014. The authority will continue to monitor guidance and legislation relating to the CIL through the course of the LDP. Any decisions by the Authority to prepare a CIL Charging Schedule will supersede Policy SP14 and be reflected in the amendments made to the LDP.

6.3.9 Planning agreements will be drafted by the Council, and where appropriate based on model heads of terms which will be agreed with the developer, who will be responsible for the legal costs incurred in preparing the agreement. The developer will be required to pay a financial contribution for the Council's costs in administering, and monitoring the agreement.





Monitoring and Review

7. Monitoring and Review

7.1 To effectively assess the ability of the plan to implement its policies, the plan will be subject to review every 4 years. This provides the opportunity to review the progress in implementing the policies and make modifications where appropriate.

7.2 The Council is required by the Welsh Government to produce an Annual Monitoring Report (AMR) to be submitted to the Welsh Government by 31st October each year following the adoption of the LDP.

7.3 The report is fundamental in assessing the progress of the LDP in implementing the policies contained within the plan and will allow the Council the opportunity to assess the Policies against the most up-to-date information available. It will also include the results of the SEA/SA monitoring, monitoring of associated plans and documents including the Community Strategy and identifying potential areas of change during the 4 year reviews.

7.4 The monitoring exercise can assist the Council to:-

- Identify where certain policies are not being successful in delivering their intended objective;
- Identify gaps in the evidence base, perhaps through a change in the economy, which need to be addressed and reflected in the LDP;
- Identify areas of success which could be used as an example for change throughout the LDP;
- State the intended actions that the Council will take in rectifying any issues to ensure the successful implementation of the policy or any revision that needs to take place.

7.5 The Council has constructed a set of targets and indicators which act as a benchmark against which performance can be measured. These are outlined below.

Core Indicators

7.6 LDP Regulation 37 prescribes two core indicators which must be included in the Annual Monitoring Report:

- the housing land supply taken from the current Housing Land Availability Study;
- the number of net additional affordable and general market dwellings built in the LPA's area;

Other suggested output indicators are laid out in national planning policy.

Trigger Points

7.7 The indicators and targets below also give trigger points to indicate if and when a potential review of the LDP policy is required. These are divided into the following four stages:

Green: Continue Monitoring

Where indicators are suggesting that LDP policies are being implemented effectively and there is no cause for a review.

Yellow: Policy Research

Where indicators suggest that the LDP policies are not being effective as they should. Further research and investigation, including comparisons with other local authorities and national statistics where appropriate will be required.

Red: Policy Review

Where indicators suggest that a LDP policy is failing to implement the strategy of the Plan and a formal review of the policy is required. This may require the production of supplementary guidance where appropriate, or a review of how a policy is being implemented, or of specific sites. Further research and investigation, including comparisons with other local authorities and national statistics where appropriate will be required before a decision to formally review the policy is made.

Black: Plan/Strategy Review

Where indicators suggest that the LDP strategy is failing and a formal review of the Plan is required. The decision to review the LDP strategy will not be taken lightly, and this trigger will not apply to the majority of policy areas.

7.8 The monitoring indicators are categorised below by strategic objective and policy theme and are linked to relevant LDP objectives and strategic policies.

7.9 * The term 'major development' used in the framework is defined as per the Town and Country Planning (General Development Procedure) Order 1995 as: the winning and working of minerals or the use of land for mineral-working deposits; waste development; the provision of 10 or more houses (or on a site over 0.5 hectares) ; development of 1,000 square metres or more; or development of an area of 1 hectare or more.

MONITORING AND REVIEW

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter

7

Page

68

| To Produce High Quality Sustainable Places | | | | | |
|--|---|---|---|--|--|
| Strategic Development Distribution | | Primary Policy: Strategic Policy SP1 | | LDP Objectives: 1a, 1b, 1c, 1d | |
| Other Policies: | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| To focus development in the SRGAs and Strategic Employment Sites | IND1 Percentage of total County Borough housing and employment development in ha/units of all housing and employment in SRGAs and Strategic Employment Sites | 70% or more of employment and housing development takes place per year within the SRGAs or Strategic Employment Sites | Less than 70% of employment and housing development takes place per year within the SRGAs or Strategic Employment Sites for 1 successive year | Less than 70% of employment and housing development takes place per year within the SRGAs or Strategic Employment Sites for 2 successive years | Less than 70% of employment and housing development takes place per year within the SRGAs or Strategic Employment Sites for 3 successive years |
| | IND2 Implementation of Strategic Employment Sites | Ongoing discussion with Welsh Government/developers to bring forward development on SP9 sites | If no discussion takes place with Welsh Government/developers to bring forward development on SP9 sites within 1 year | If no discussion takes place with Welsh Government/developers to bring forward development on SP9 sites within 2 successive years | If no discussion takes place with Welsh Government/developers to bring forward development on SP9 sites within 3 successive years |
| Improve Social/Environmental/Economic conditions across the County Borough | IND3 Status of Bridgend Wards in Welsh Index of Multiple Deprivation (WIMD) | The proportion of people in the County Borough who live in wards that rank amongst the 100 most deprived in Wales does not increase | The proportion of people in the County Borough who live in wards that rank amongst the 100 most deprived in Wales increases | | |
| Broaden the economic base of the whole County Borough over the plan period | IND4 Economic Activity rates of County Borough residents | The % of population economically active remains the same or increases | The % of population economically active decreases for 1 year | The % of population economically active decreases for 2 successive years | The % of population economically active decreases for 3 successive years |
| Bodies Responsible: Bridgend County Borough Council; Welsh Government; Private Developers. | | | Data Sources: Annual Joint Housing Land Availability Studies; Annual Employment Land Survey; Welsh Index of Multiple Deprivation (WIMD); Office for National Statistics. | | |

MONITORING AND REVIEW



Bridgend Local Development Plan 2006-2021

DEPOSIT PLAN

WRITTEN STATEMENT

Chapter 7

Page 69

| To Produce High Quality Sustainable Places | | | | | |
|---|--|--|--|--|---------------|
| Design and Sustainable Place Making | | Primary Policy: Strategic Policy SP2 | | LDP Objectives: 1f, 1g, 2a, 2b, 2c | |
| | | Other Policies: PLA4 | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| To raise and maintain the design quality of new developments over the plan period | IND5 Negotiations on development design issues as part of the pre-application and development control process | Progression on adoption of the Built Heritage Strategy and assessment of planning applications which accord with it and other relevant supplementary design guidance | If more than 5% of planning applications in any given year are approved contrary to the provision of the adopted Built Heritage Strategy or supplementary design guidance | If more than 10% of planning applications in any given year are approved contrary to the provision of the adopted Built Heritage Strategy or supplementary design guidance | |
| To minimise the number of developments permitted in the flood plain or which decrease water quality | IND6 Environment Agency Wales observations on development control applications | If no planning applications in the flood plain in any given year are approved, contrary to Environment Agency Wales advice | If more than 5% of planning applications in the flood plain in any given year are approved, contrary to Environment Agency Wales advice | If more than 10% of planning applications in the flood plain in any given year are approved, contrary to Environment Agency Wales advice | |
| To raise the general levels of development adaption to Climate Control | IND7 Developments which incorporate Climate Change adaption techniques | All major* development control applications give consideration to Climate Change adaption techniques | If more than 5% of major* development control applications in any given year are approved without giving consideration to Climate Change adaption techniques within Design and Access Statements | If more than 10% of major* development control applications in any given year are approved, without giving consideration to Climate Change adaption techniques within Design and Access Statements | |
| To minimise the loss of natural habitats whilst curbing the spread of invasive species | IND8 Loss of natural habitats without mitigation or translocation of species | Planning consents are not issued where there is an outstanding objection from the Countryside/Biodiversity section of the Council | If more than 5% of major* development control applications in any given year are approved, with an outstanding objection from the Countryside section of the Council | If more than 10% of major* development control applications in any given year are approved, with an outstanding objection from the Countryside section of the Council | |
| Bodies Responsible: Bridgend County Borough Council; Environment Agency Wales; Countryside Council for Wales. | | | Data Sources: Planning Applications Register; Environment Agency Data; Planning Application Design & Access Statements. | | |

MONITORING AND REVIEW

| To Produce High Quality Sustainable Places | | | | | |
|--|--|--|--|--|---------------|
| Strategic Transport Planning | | Primary Policy: Strategic Policy SP3 | | LDP Objectives: 1f, 1g, 2a, 2b, 2c | |
| Other Policies: PLA7 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| To reduce overall levels of traffic congestion | IND9 Progression on Regional Transport Plan developments | The Council will aim to commence the development of the strategic transport improvement schemes, highlighted in Policy PLA7, in accordance with the Regional Transport Plan delivery timetable | If there is a 2 year slippage in the development of the strategic transport improvement schemes, highlighted in Policy PLA7 and the Regional Transport Plan delivery timetable | If there is a 3 year slippage in the development of the strategic transport improvement schemes, highlighted in Policy PLA7 and the Regional Transport Plan delivery timetable | |
| | IND10 Traffic levels in County Borough | Yearly decreases in traffic levels | If traffic levels increase for 2 years in succession | | |
| To increase the use of sustainable forms of transport across the County Borough | IND11 Levels of bus patronage | Yearly increases in bus passenger figures | If bus patronage figures decrease 2 years in succession | | |
| | IND12 Levels of train patronage | Yearly increases in train passenger figures | If train patronage figures decrease 2 years in succession | | |
| To locate development near to facilities to reduce the need to travel | IND13 Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre(s) | Over 60% of new residential development is permitted within 30 minutes public transport time of: a GP; a hospital; a secondary school; areas of employment; and a major retail centre(s) | Under 60% of new residential development is permitted within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre(s) for 2 successive years | Under 60% of new residential development is permitted within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre(s) for 3 successive years | |
| Bodies Responsible: Bridgend County Borough Council; South East Wales Transport Alliance; Public Transport Operators; Welsh Government; Private Developers | | | Data Sources: Planning Applications Register; Office for National Statistics; Environment Agency Data | | |

MONITORING AND REVIEW



Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
7

Page
71

| To Protect and Enhance the Environment | | | | | |
|---|---|---|--|--|---------------|
| Natural Environment | | Primary Policy: Strategic Policy SP4 | | LDP Objectives: 2a, 2b, 2c | |
| Other Policies: ENV1, ENV2, ENV4, ENV5, ENV6, ENV7, ENV8 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| No unacceptable development will be permitted in the countryside of the County Borough | IND14 The amount of departure planning application permitted outside of the designated settlement boundaries of the County Borough | No development, contrary to Policy ENV1 is permitted outside the defined settlement boundaries | If more than 5 planning applications, which are contrary to Policy ENV1 are permitted in any given year | If more than 5 planning applications, which are contrary to Policy ENV1 are permitted per annum for 3 successive years | |
| The integrity of the Green Wedges will be maintained | IND15 Green Wedge designated land lost to inappropriate development which contributes to the coalescence of settlements | No Green Wedge designated land lost to inappropriate development which contributes to the coalescence of settlements | If 3 or more planning applications for inappropriate development, which contribute to the coalescence of settlements, are permitted in any given year | If 3 or more planning applications for inappropriate development, which contribute to the coalescence of settlements, are permitted for 3 successive years | |
| No appropriate development will take place in designated sites for nature conservation | IND16 CCW/Countryside section observations on development control applications | No planning applications are permitted in any given year with an outstanding objection from the CCW or the Countryside section of the Council | Over 5% of major* planning applications are permitted in any given year with an outstanding objection from CCW or the Countryside section of the Council | Over 10% of major* planning applications are permitted in any given year with an outstanding objection from CCW or the Countryside section of the Council | |
| Air quality levels will be maintained and/or improved | IND17 Number of Air Quality Management Areas designated in Bridgend County Borough | No new Air Quality Management Areas are designated in Bridgend County Borough | A new Air Quality Management Areas is designated in Bridgend County Borough | If 3 or more Air Quality Management Areas are designated in Bridgend County Borough | |
| Bodies Responsible: Bridgend County Borough Council; Countryside Council for Wales | | | Data Sources: Planning Applications Register; Air Quality Management Data | | |

MONITORING AND REVIEW

| To Protect and Enhance the Environment | | | | | |
|---|--|---|---|--|---------------|
| Built Environment | | Primary Policy: Strategic Policy SP5 | | LDP Objectives: 2a | |
| Other Policies: ENV8 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| No Listed Building, Conservation Area, Scheduled Ancient Monument, Site/Area of Archaeological Significance, Historic Landscape, Park and Garden or locally significant building or area of historic importance should be adversely affected by development | IND18 Amount of development permitted which could potentially impinge upon one of those areas/buildings listed as advised by CADW, the Glamorgan Gwent Archaeological Trust (GGAT) and the Conservation and Design section of the Council | No planning consents are issued where there is an outstanding objection from the Conservation and Design section of the Council, CADW or GGAT | Over 5% of major* planning applications in any given year are approved, with an outstanding objection from the Conservation and Design section of the Council, CADW or GGAT | Over 10% of major* planning applications in any given year are approved, with an outstanding objection from the Conservation and Design section of the Council, CADW or GGAT | |
| Bodies Responsible: Bridgend County Borough Council; CADW; Glamorgan Gwent Archaeological Trust (GGAT) | | | Data Sources: Planning Applications Register | | |

| To Protect and Enhance the Environment | | | | | |
|--|---|--|---|--|---------------|
| Minerals | | Primary Policy: Strategic Policy SP6 | | LDP Objectives: 2d | |
| Other Policies: ENV10, ENV11, ENV12 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| A minimum 10 year period supply of aggregates resource will be maintained throughout the plan period | IND19 Amount of aggregates landbank permitted as a percentage of total landbank identified in the Regional Technical Statement | A 10 year supply of aggregates is maintained | If less than 10 years supply of aggregates is maintained for 2 years in succession | If less than 10 years supply of aggregates is maintained for 3 years in succession | |
| No permanent, sterilising development will be permitted within a buffer zone or a minerals safeguarding area | IND20 Number of planning permissions for permanent, sterilising development permitted within a buffer zone or a minerals safeguarding area | No planning applications for non-allocated permanent, sterilising development within a buffer zone or a minerals safeguarding area are permitted in a year | Over 3 sterilising developments are permitted on non-allocated sites in a buffer zone or a minerals safeguarding area in any given year | Over 3 permanent sterilising developments are permitted on non-allocated sites in a buffer zone or a minerals safeguarding area for 3 successive years | |
| Bodies Responsible: Bridgend County Borough Council; South Wales Regional Aggregates Working Party (SWRAWP) | | | Data Sources: Planning Applications Register; Regional Aggregates Technical Statement | | |

MONITORING AND REVIEW



Bridgend Local Development Plan 2006-2021

DEPOSIT PLAN

WRITTEN STATEMENT

Chapter 7

Page 73

| To Protect and Enhance the Environment | | | | | |
|--|---|---|--|---|---------------|
| Waste | | Primary Policy: Strategic Policy SP7 | | LDP Objectives: 2d | |
| | | Other Policies: ENV17 | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| Availability of identified sites should be able to accommodate waste processing for approximately 220,000 tonnes per annum | IND21 Ongoing discussion with developers to bring forward development on SP7 and other sites | The permitted/'pipeline' capacity of permitted waste management sites as a % of the total capacity identified in the South West Regional Waste Plan will be monitored | If, by 2015, the permitted/'pipeline' capacity of waste management sites as a % of total capacity identified in the Regional Waste Plan is less than 50% | If, by 2015, the permitted/'pipeline' capacity of waste management sites as a % of total capacity in the Regional Waste Plan is less than 25% | |
| Bodies Responsible: Bridgend County Borough Council; South West Wales Regional Waste Group | | | Data Sources: Planning Applications Register; Regional Waste Plan Monitoring | | |

| To Protect and Enhance the Environment | | | | | |
|--|---|--|--|---|---------------|
| Energy Generation, Efficiency and Conservation | | Primary Policy: Strategic Policy SP8 | | LDP Objectives: 2d | |
| | | Other Policies: ENV18, ENV19 | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| To increase the County Borough's contribution towards energy generated by renewable and low/zero carbon technologies | IND22 Progress on adoption of an Energy Opportunities Plan | By 2013: The Council's Energy Opportunities Plan will be adopted by the Council | By 2013: The Council's Energy Opportunities Plan is being drafted for public consultation as SPG | By 2013: No work has commenced on the Council's Energy Opportunities Plan SPG | |
| | IND23 Permitted and/or installed capacity of renewable electricity and heat projects within the County Borough | All major* development control applications give consideration to the generation of renewable energy | If more than 5% of major* development control applications in any given year are approved without giving consideration to the generation of renewable energy | If more than 10% of major* development control applications in any given year are approved without giving consideration to the generation of renewable energy | |
| Bodies Responsible: Bridgend County Borough Council | | | Data Sources: Planning Applications Register | | |

MONITORING AND REVIEW

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
7
Page
74

| To Spread Prosperity and Opportunity through Regeneration | | | | | |
|---|---|--|--|--|---|
| Employment Land Development | | Primary Policy: Strategic Policy SP9 | | LDP Objectives: 1a, 1b, 1d, 3a, 3b, 3c | |
| Other Policies: REG1 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| Development of 88.5 hectares of land for employment uses during the plan period | IND24 Annual take-up rate of employment land allocations developed/redeveloped for employment purposes | A 10 year average of 4 Ha per annum or more of allocated employment land a year is developed for employment purposes | A 10 year average of less than 4 Ha per annum of allocated employment land a year is developed for employment purposes | A 10 year average of less than 3 Ha per annum of allocated employment land a year is developed for employment purposes | |
| Maintenance of a readily available supply of employment land | IND25 Proportion of the allocated employment land immediately available or available in short term | 20% or more of allocated vacant employment land is immediately available or available in the short term | Less than 20% or more of allocated vacant employment land is immediately available or available in the short term | Less than 10% or more of allocated vacant employment land is immediately available or available in the short term | Less than 5% or more of allocated employment land is immediately available or available in the short term |
| Bodies Responsible: Bridgend County Borough Council | | | Data Sources: Annual Employment Land Survey | | |

| To Spread Prosperity and Opportunity through Regeneration | | | | | |
|--|---|--|---|--|---------------|
| Retailing and Commercial Centres | | Primary Policy: Strategic Policy SP10 | | LDP Objectives: 1a, 1b, 1d, 3e, 3f, 3g | |
| Other Policies: REG6, REG7, REG8, REG9, REG11 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| Improve the vitality and viability of the commercial centres of the County Borough | IND26 Annual vacancy rates of the town and district centres of the County Borough | Vacancy rates in the 3 town centres of Bridgend, Maesteg and Porthcawl remain below 15% | If vacancy rates in the 3 town centres of Bridgend, Maesteg and Porthcawl increase above 15% | If vacancy rates in the 3 town centres of Bridgend, Maesteg and Porthcawl increase above 20% | |
| | IND27 Proportion of A1 retail uses in the Primary Shopping Areas | Proportion of A1 uses in the Primary Shopping Frontage is above 60% | If the proportion of A1 uses in the Primary Shopping Frontage is below 60% for 2 consecutive years | If the proportion of A1 uses in the Primary Shopping Frontage is below 60% for 4 consecutive years | |
| Delivery and implementation of key retail development sites throughout the plan period | IND28 Total convenience/non-bulky comparison retail floorspace developed per annum | Proportion of new convenience/non-bulky comparison retail floorspace is consistent with projected quantitative retail need throughout the plan period or active discussion to bring forward sites is ongoing | Proportion of new convenience/non-bulky comparison retail floorspace is consistent with projected quantitative retail need throughout the plan period but active discussion to bring forward sites is ongoing | Proportion of new convenience/non-bulky comparison retail floorspace is 50% or lower than the projected quantitative retail need throughout the plan period with no active discussion to bring forward sites | |
| Bodies Responsible: Bridgend County Borough Council | | | Data Sources: Annual Retail Health Check Report; Planning Applications Register | | |

MONITORING AND REVIEW



Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
7

Page
75

| To Protect and Enhance the Environment | | | | | |
|---|--|---|--|----------------------------|---------------|
| Tourism | | Primary Policy: Strategic Policy SP11 | | LDP Objectives: 1c, 3c, 3d | |
| | | Other Policies: REG12 | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| To increase the number of visitors to the County Borough over the plan period | IND29 Annual number of day visitors to the County Borough | Year on year rise in the number of day visitors to the County Borough | If the annual number of day visitors to the County Borough decreases for 2 consecutive years | | |
| To increase the number of visitors to the County Borough over the plan period | IND30 Annual number of overnight visitors to the County Borough | Year on year rise in the number of overnight visitors to the County Borough | If the annual number of overnight visitors to the County Borough decreases for 2 consecutive years | | |
| Bodies Responsible: Bridgend County Borough Council | | | Data Sources: STEAM | | |

| To Create Safe, Healthy and Inclusive Communities | | | | | |
|---|---|--|--|---|--|
| Housing and Affordable Housing | | Primary Policy: Strategic Policy SP12 | | LDP Objectives: 1c, 3c, 3d | |
| | | Other Policies: COM1, COM2, COM3, COM5 | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| Maintain a 5 year supply of housing land for development throughout the plan period | IND31 Forecast supply of housing completions | A 5 year supply of land for residential development is maintained throughout the plan period | Less than a 5 year supply of residential land is recorded for 1 year | Less than a 5 year supply of residential land is recorded for 2 successive years | Less than a 5 year supply of residential land is recorded for 3 successive years |
| Provide 9,000 homes throughout the plan period | IND32 Annual housing completion figures | A 15 year average of 500 dwellings per annum are developed across the County Borough | A 15 year average of less than 500 dwellings per annum are developed across the County Borough | A 15 year average of less than 450 dwellings per annum are developed across the County Borough | A 15 year average of less than 400 dwellings per annum are developed across the County Borough |
| Provide 1,310 affordable homes throughout the plan period | IND33 Annual affordable housing completion figures Regulation 37 Indicator | 80 affordable houses per annum are built across the County Borough | Less than 80 affordable houses per annum are built across the County Borough | Less than 80 affordable houses per annum are built across the County Borough for 2 successive years | |
| Bodies Responsible: Bridgend County Borough Council | | | Data Sources: Planning Applications Register | | |

MONITORING AND REVIEW

| To Create Safe, Healthy and Inclusive Communities | | | | | |
|--|--|---|--|--|---------------|
| Community Uses | | Primary Policy: Strategic Policy SP13 | | LDP Objectives: 1c, 3c, 3d | |
| Other Policies: COM7, COM8, COM9, COM10, COM11, COM12, COM13, COM14, COM15 | | | | | |
| Target | Indicators | Green Status | Yellow Trigger | Red Trigger | Black Trigger |
| Maintain an adequate supply of community facilities and buildings to meet the needs of the County Borough throughout the plan period | IND34 Annual improvements to community facilities provision secured through planning consents, conditions and/or Section 106 agreements | Improvements to community facility provision secured through the planning system every year | No improvements to community facility provision secured through the planning system for 2 successive years | No improvements to community facility provision secured through the planning system for 4 successive years | |
| Bodies Responsible: Bridgend County Borough Council | | | Data Sources: Planning Applications Register | | |

Supplementary Planning Guidance

8. Supplementary Planning Guidance

8.1 The Council considers, in accordance with paragraph 5.1 of *LDP Wales* that the LDP contains sufficient information and policies to provide the basis for the determination of planning applications through the development control process. However, it has also identified throughout the plan opportunities which exist for further detailed guidance on particular issues.

8.2 The *LDP Manual* states that the requirement of LDPs themselves to be more strategic and focused gives the opportunity to increase the potential and use of Supplementary Planning Guidance (SPG). To this end, the Council has produced the following list of SPGs which it intends to produce and/or update during the course of the LDP period. For clarity, the intended LDP policy number which the SPG will further clarify is given along with an anticipated date of publication.

8.3 Upon adoption and implementation of the LDP it may become apparent that further SPG is required to clarify certain policies in the Plan. The Council therefore reserves the right to issue additional SPG to those outlined overleaf.

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
8

Page

77



SUPPLEMENTARY PLANNING GUIDANCE

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
8

Page
78

| LDP Policy | Policy Name | Supplementary Planning Guidance | Expected Publication |
|-------------------------------|--|---|-------------------------------------|
| PLA2 | Regeneration Strategies | Area specific regeneration strategies | Throughout LDP period |
| PLA3 SP9 | Regeneration and Mixed Use Development Schemes Strategic Employment Sites | Site specific development briefs (where appropriate) | Throughout LDP period |
| SP2 | Sustainable Place Making Principles | Local Character; House Extensions; Shop Fronts; Trees; Residential Development; Individual Houses; Tall Buildings; Hot Food Takeaway Establishments; Advertisement Control; Design in Urban Gateways | Revised/Published upon LDP adoption |
| SP8 PLA4 ENV17 ENV18 | Climate Change | Climate Neutral Development (including Low/Zero Carbon Technology) Energy Opportunities Plan | Revised upon LDP adoption |
| PLA11 | Parking Standards | Parking Standards | Revised upon LDP adoption |
| ENV1 | Countryside Development | Farm Buildings and Rural Development | Revised upon LDP adoption |
| ENV4 ENV5 ENV6 | SINCs Green Infrastructure Nature Conservation | Green Infrastructure Plan | Published after LDP adoption |
| SP5 | Conservation of Built and Historic Environment | Built Heritage Strategy (incorporating local guidance on Listed Buildings, Conservation Areas and Buildings of Local Significance) | Published after LDP adoption |
| ENV15 | Waste Management | Waste Management and Residential Development Design Guide | Revised upon LDP adoption |
| REG2 REG3 | Industrial Estate Uses Restrictions | Development Uses on Employment Land | Published after LDP adoption |
| REG4 | Stormy Down Airfield | Stormy Down Airfield Development Brief | Published upon LDP adoption |
| REG6 | Primary Shopping Areas | Development in Primary Shopping Areas | Published upon LDP adoption |
| REG9 | Key Development Sites | Bridgend Town Centre Masterplan | Published upon LDP adoption |
| COM5 | Affordable Housing | Affordable Housing | Revised/Published upon LDP adoption |
| COM11 | Recreation Policies | Provision of Outdoor Sports, Playing Spaces and Public Open Space | Revised/Published upon LDP adoption |
| SP14 | Infrastructure | Planning Agreements (incorporating existing SPGs on Community Facilities and Educational Facilities) | Published after LDP adoption |



Delivery and Implementation

9. DELIVERY AND IMPLEMENTATION

9.1 Local Development Plan Wales (2005) paragraph 1.21 states the importance of ensuring that all proposals within the Local Development Plan (LDP) are 'realistic and likely to be implemented within the plan period' in the interest of avoiding blight. In this respect, all proposals included as land use allocations within the LDP should have sufficient evidence to suggest that they can be delivered within the plan period.

9.2 This Chapter focuses on the delivery and implementation of the land use allocations contained in the respective Policies set out in the previous chapters. The land use designation Policies are not addressed within this Chapter.

9.3 The Council has produced the following delivery and implementation matrix which lists the proposed land use allocation and provides information on location, size; proposed use, number of units or size of development. It then provides an indication of when it will be implemented, who will be responsible for its implementation and likely sources of funding.

9.4 In general the residential, employment and retail allocations are expected to be delivered by the private sector, including housing associations (Registered Social Landlords (RSLs)). The private sector will also be required to make a contribution towards the public infrastructure, including transport improvements, leisure, educational and community facilities. However, it is acknowledged that the ability of both the public and private sector to deliver the future development will be influenced by external economic factors and cycles.

9.5 In terms of the likely phasing of development, this has been broken down into three 5 year periods up to 2021 to provide an indication of when the proposed development will come forward in the plan period.

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|--|---|-----------------|-----------------|---|------------------------|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| PLA3(1) | Parc Derwen | Bridgend | 86.82 | Mixed-Use including: | | | | Implemented and funded through the private sector (including Section 106) | P/08/288/OUT Consent Adopted Development Brief and Design Guidance |
| | | | | COM1(1) Residential (1,500 units) | | | | | |
| | | | | COM9(2) Community Building | | | | | |
| | | | | COM10(3) Education Facility | | | | | |
| | | | | COM12(5) Playing Fields | | | | | |
| | | | | COM13(8) Provision of Accessible Natural Greenspace (including public open space) | | | | | |
| REG5(1) Local Retailing | | | | | | | | | |
| PLA3(2) | North-East Brackla Regeneration Area | Bridgend | 59.10 | Mixed-Use including: | | | | Jessica Fund (Welsh Government) and the private sector (including Section 106) | Large area of site is developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals Adopted Masterplan for the comprehensive redevelopment of the site |
| | | | | REG1(1) Brackla Industrial Estate Employment Site | | | | | |
| | | | | REG1(5) Litchard Industrial Estate Employment Site | | | | | |
| | | | | COM1(2) Residential (350 units) | | | | | |
| | | | | REG11(2) New Bulky Comparison Goods | | | | | |
| | | | | REG5(2) Local Retailing | | | | | |
| | | | | PLA8(1) Development-led Improvements to the Transportation Network | | | | | |
| | | | | COM12(1) Playing Field | | | | | |
| SP7(4) Waste Treatment Facility | Will be implemented and funded by the private sector in response to demand from within South West Wales | | | | | | | | |
| PLA3(3) | Coity Road Sidings | Bridgend | 6.47 | Mixed-Use including: | | | | Implemented and funded through the private sector Developed to capacity This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | No Current Planning Consent |
| | | | | COM1(4) Residential (140 units) | | | | | |
| | | | | REG1(3) Employment Site | | | | | |
| PLA7(21) Wildmill Park and Ride Facility | | | | | | | | | |

DELIVERY AND IMPLEMENTATION



| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|--|-----------------------------------|---------------------|-----------------|---|------------------------|-----------|-----------|--|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| PLA3(4) | Parc Afon Ewenni | Bridgend | 28.49 | Mixed-Use including: | | | | Implemented and funded through the private sector (including Section 106) | Masterplan is being produced for the comprehensive redevelopment of the site |
| | | | | COM1(3) Residential (550 units) | | | | | |
| | | | | REG1(6) Employment Site | | | | | |
| | | | | REG5(3) Local Retailing | | | | | |
| | | | | REG11(3) New Bulky Comparison Goods | | | | | |
| | | | | COM9(9) Community Building | | | | | |
| | | | | COM13(7) Provision of Accessible Natural Greenspace (including public open space) | | | | | |
| PLA8(4) Development-Led Improvements to the Transportation Network | | | | | | | | | |
| PLA3(5) | The former Maesteg Washery Site | Maesteg | 85.00 | Mixed-Use including: | | | | Western Valleys Regeneration Fund and the private sector (including Section 106) | No Current Planning Consent |
| | | | | COM1(15) Residential (135 units) | | | | | |
| | | | | COM13(11) Accessible Natural Greenspace (including public open space) | | | | | |
| PLA3(6) | The Coegnant Reclamation Site | Caerau/Nantyllyllon | 16.00 | Mixed-Use including: | | | | Western Valleys Regeneration Fund and the Private Sector (including Section 106) | No Current Planning Consent |
| | | | | COM1(17) Residential (100 units) | | | | | |
| | | | | COM10(10) Education Facility | | | | | |
| | | | | COM12(2) Playing Field | | | | | |
| | | | | REG1(9) Employment Site | | | | | |
| PLA3(7) | Ewenny Road | Maesteg | 7.70 | Mixed-Use including: | | | | Western Valleys Regeneration Fund and the private sector (including Section 106) | Subject of a masterplanning exercise. No Current Planning Consent |
| | | | | COM1(16) Residential (125 units) | | | | | |
| | | | | REG1(10) Employment Site | | | | | |
| | | | | REG5(4) Local Retailing | | | | | |
| | | | | REG11(1) New Bulky Comparison Goods | | | | | |
| PLA3(8) | Porthcawl Waterfront Regeneration | Porthcawl | 41.00 | Mixed-Use including: | | | | Implemented and funded through the private sector (including Section 106) | P/08/325/BCB Pending Consent |
| | | | | COM1(24) Residential (1,350 units) | | | | | |
| | | | | COM10(11) Educational Facility (extension) | | | | | |
| | | | | COM8(4) Health and Social Service Facility | | | | | |
| | | | | COM9(3) Community Building | | | | | |
| | | | | REG9(6) Retail and Commercial Development | | | | | |
| PLA3(9) | Pwll-y-Waun | Porthcawl | 4.50 | Mixed-Use including: | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| | | | | COM1(26) Residential (40 units) | | | | | |
| | | | | REG1(15) Employment Site | | | | | |
| | | | | COM13(4) Provision of Accessible Natural Greenspace (including public open space) | | | | | |

Bridgend Local Development Plan 2006-2021

DEPOSIT PLAN

WRITTEN STATEMENT

Chapter 9

Page 81

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
82

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|------------------------------|-----------------|-----------------|---|------------------------|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| PLA3(10) | Land west of Maesteg Road | Tondu | 40.00 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | P/07/920/RES Phase 1 Complete P/04/818/OUT Consent |
| | | | | COM1(30) Residential (436 units) | | | | | |
| | | | | REG1(21) Employment Site | | | | | |
| | | | | PLA8(3) Development-led Improvements to the Transportation Network | | | | | |
| | | | | COM10(8) Education Facility | | | | | |
| PLA3(11) | Former Christie Tyler Site | Brynmenyn | 5.58 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | P/10/20/OUT Pending Consent |
| | | | | COM1(34) Residential (75 units) | | | | | |
| | | | | REG1(19) Employment Site | | | | | |
| PLA3(12) | Ogmore Comprehensive School | Bryncethin | 7.11 | Mixed-Use including: | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| | | | | COM1(32) Residential (130 units) | | | | | |
| | | | | PLA8(6) Development-led Improvements to the Transportation Network | | | | | |
| | | | | REG5(5) Local Retailing | | | | | |
| | | | | COM10(9) Education Facility | | | | | |
| PLA3(13) | Gateway to the Valleys | Tondu | 18.65 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | P/10/858/BCB Consent |
| | | | | COM1(33) Residential (100 units) | | | | | |
| | | | | REG5(6) Local Retailing | | | | | |
| | | | | COM9(7) Community Building | | | | | |
| | | | | COM12(6) Playing Fields | | | | | |
| | | | | COM10(7) Education Facility | | | | | |
| PLA3(14) | Bryncethin Depot | Bryncethin | 3.00 | Mixed-Use including: | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| | | | | COM1(35) Residential (50 units) | | | | | |
| | | | | REG5(7) Local Retailing | | | | | |
| | | | | REG1(17) Employment Site | | | | | |
| PLA3(15) | Glanyrafon | Tondu | 0.60 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | No Current Planning Consent |
| | | | | COM1(37) Residential (30 units) | | | | | |
| | | | | COM8(6) Health and Well-Being Facility | | | | | |
| PLA3(16) | Land south west of City Road | Bettws | 3.85 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | No Current Planning Consent |
| | | | | COM2(1) Residential (80 units) | | | | | |
| | | | | COM13(10) Accessible Natural Greenspace (including public open space) | | | | | |
| PLA3(17) | Land adjoining Cwm Ogwr Fach | Blackmill | 1.22 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | Much of the site is developed with area of vacant land. P/09/691/OUT for mixed-use scheme pending Section 106 |
| | | | | COM9(1) Community Building | | | | | |
| | | | | REG1(32) Employment Site | | | | | |
| | | | | COM2(4) Residential (43 units) | | | | | |

DELIVERY AND IMPLEMENTATION

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|--|------------------|-----------------|---|------------------------|-----------|-----------|---|---------------------------------------|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| PLA3(18) | Land at Gibbons Way | North Cornelly | 1.70 | Mixed-Use including: | | | | Implemented and funded through the public/private sectors (including Section 106) | P/08/421FUL Consent for 8no dwellings |
| | | | | COM2(21) Residential (45 units) | | | | | |
| | | | | REG1(29) Employment Site COM8(3) Health & Well-Being Facility | | | | | |
| PLA3(19) | Former Surgery Site, Coychurch Road | Pencoed | 0.20 | Mixed-Use including: | | | | Implemented and funded through private sector (including Section 106) | P/10/791/FUL Pending Consent |
| | | | | COM2(26) Residential (13 units) REG9(7) Retail & Commercial Development Site | | | | | |
| PLA3(20) | Coronation Works | Evanstown | 0.32 | Mixed-Use including: REG1(25) Employment Site (including small scale housing provision) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| PLA7(1) | Llynfi Valley Community Route | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(2) | Vale of Glamorgan National Cycle Network | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(3) | Bridgend & Porthcawl | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(4) | Bridgend & Pencoed | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(5) | Porthcawl & Pyle | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(6) | Bryngarw Country Park & Brynmenyn | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(7) | Bridgend & Bridgend Designer Outlet | Cross-settlement | N/A | Walking & Cycling Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(8) | Brynmenyn and Pencoed | Cross-settlement | N/A | Walking & Cycling Proposal | | | | Implemented and funded through the public/private sectors (including Section 106) | Bridgend Walking & Cycling Strategy |
| PLA7(9) | Porthcawl & Rest Bay | Cross-settlement | N/A | Walking & Cycling Proposal | | | | Implemented and funded through the public/private sectors (including Section 106) | Bridgend Walking & Cycling Strategy |
| PLA7(10) | Llangynwyd & Llangeinor | Cross-settlement | N/A | Walking & Cycling Proposal | | | | Implemented and funded through the public/private sectors (including Section 106) | Bridgend Walking & Cycling Strategy |

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
84

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|---|------------------|-----------------|--------------------------------|------------------------|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| PLA7(11) | Caerau & Pontyrhyl | Cross-settlement | N/A | Walking & Cycling Proposal | | | | Implemented and funded through the public/private sectors (including Section 106) | Bridgend Walking & Cycling Strategy |
| PLA7(12) | Bridgend Industrial Estate & Wildmill | Cross-settlement | N/A | Walking & Cycling Proposal | | | | Implemented and funded through the public/private sectors (including Section 106) | Bridgend Walking & Cycling Strategy |
| PLA7(13) | National Cycle Network 855 to Bridgend | Cross-settlement | N/A | Walking & Cycling Proposal | | | | Implemented and funded through the public/private sectors (including Section 106) | Bridgend Walking & Cycling Strategy |
| PLA7(14) | Wales Coastal Path | Cross-settlement | N/A | Wales Coastal Path | | | | Implemented and funded through the public sector (including Section 106) | Wales Coastal Path Access Improvement Programme (WCPAIP) |
| PLA7(15) | Maesteg to Bridgend Railway Line | Cross-settlement | N/A | Rail & Bus Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | Bridgend Walking & Cycling Strategy |
| PLA7(16) | Blaengarw to Bridgend, Maesteg to Bridgend and Bridgend to Cowbridge Strategic Road Corridors | Cross-settlement | N/A | Rail & Bus Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | N/A |
| PLA7(17) | New Railway Station at Brackla, Bridgend | Bridgend | TBC | Rail & Bus Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | N/A |
| PLA7(18) | Bridgend Transportation Interchange | Bridgend | TBC | Bridgend Transport Interchange | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | P/10/288/BCB Pending Consent |
| PLA7(19) | Maesteg Rail/Bus Interchange | Maesteg | TBC | Maesteg Transport Interchange | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding/VARP funding | No Current Planning Consent |
| PLA7(20) | Park & Ride, Brackla, Bridgend | Bridgend | TBC | Park & Ride Facility | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | No Current Planning Consent |
| PLA7(22) | Park & Ride, Pencoed Railway Station | Pencoed | TBC | Park & Ride Facility | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding. Convergence Grant with match funding provided by Transport Grant | P/09/730/BCB Consent |
| PLA7(23) | Park & Ride, Sarn Railway Station | Sarn | TBC | Park & Ride Facility | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding. Convergence Grant with match funding provided by Transport Grant | P/09/847/BCB Consent |

DELIVERY AND IMPLEMENTATION

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|--------------------------------------|------------------|-----------------|---|---|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| PLA7(24) | Park & Share, M4 Junction 35 & 36 | Sarn/Pencoed | N/A | Park & Share Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding. Convergence Grant with match funding provided by Transport Grant | No Current Planning Consent |
| PLA7(25) | Roundabouts at Ewenny and Broadlands | Bridgend | N/A | Highway Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | No Current Planning Consent |
| PLA7(26) | A48/A473 between Waterton & Laleston | Cross-settlement | N/A | Highway Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding | No Current Planning Consent |
| PLA7(27) | A4063 between Sarn & Maesteg | Cross-settlement | N/A | Highway Proposal | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding. Convergence Grant with match funding provided by Transport Grant | No Current Planning Consent |
| PLA8(2) | M4 Junction 35 | Pencoed | N/A | Improvements to the Transportation Network | | | | This scheme is in the RTP 5-year programme and is included in a Sewta bid for funding. Convergence Grant with match funding provided by Transport Grant | No Current Planning Consent |
| SP7(1) | Land at Heol y Splott | South Cornelly | TBC | Waste Treatment Facility | Will be implemented and funded by the private sector in response to demand from within South West Wales | | | | No Current Planning Consent |
| ENV17(1) | Former Llynfi Power Station | N/A | N/A | Renewable Energy & Low/Zero Carbon Technology | | | | Implemented and funded through the private sector (including Section 106) | P/11/21/FUL Pending Consent |
| ENV17(2) | Tythegston Landfill | N/A | N/A | Renewable Energy & Low/Zero Carbon Technology | | | | Operational | Operational |
| ENV17(3) | Penybont WTW | N/A | N/A | Renewable Energy & Low/Zero Carbon Technology | | | | Operational | Operational |
| SP9(1) | Brocastle, Waterton | Bridgend | 46.1 | Strategic Employment Site | | | | 1 of 3 sites on Welsh Government's priority list for convergence funding. Funding also available from Welsh Government and likely private sector investment | Masterplan is being produced for the comprehensive redevelopment of the site with infrastructure and access in place |
| SP9(2) | Island Farm, Bridgend | Bridgend | 25.95 | Strategic Employment Site PLA8(5) Improvements to the Transportation Network | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| SP9(3) | Pencoed Technology Park | Pencoed | 20.0 | Strategic Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of the site is developed with some vacant land. No current planning consent on vacant land |

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
86

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|------------------------------|-----------------|-----------------|------------------------------------|---|-----------|-----------|---|---|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| SP9(4) | Ty Draw Farm, North Cornelly | North Cornelly | 6.04 | Strategic Employment Site | | | | JESSICA | No Current Planning Consent |
| REG1(2) | Bridgend Industrial Estate | Bridgend | 127.76 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals |
| REG1(4) | Coychurch Yard, Bridgend | Bridgend | 2.74 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals |
| REG1(7) | Penybont Industrial Estate | Bridgend | 0.72 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(8) | Waterton Industrial Estate | Bridgend | 126.86 | Employment Site | | | | Welsh Government to bring forward sites within their ownership with private sector investment | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals |
| | | | | SP7(5) Waste Treatment Facility | Will be implemented and funded by the private sector in response to demand from within South West Wales | | | No Current Planning Consent | |
| REG1(11) | Forge Industrial Estate | Maesteg | 4.97 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(12) | Heol Ty Gwyn | Maesteg | 7.81 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals and an extension to accommodate further employment development |
| REG1(13) | Spelter Industrial Estate | Maesteg | 2.50 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(14) | Glan Road | Porthcawl | 0.26 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |

DELIVERY AND IMPLEMENTATION



| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|------------------------------------|-----------------|-----------------|---------------------------------|---|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| REG1(16) | Abergarw Industrial Estate | Abergarw | 9.25 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. No current planning consents on vacant plots |
| REG1(18) | Brynmenyn Industrial Estate | Brynmenyn | 29.23 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land, some with planning consent, some without |
| | | | | SP7(2) Waste Treatment Facility | Will be implemented and funded by the private sector in response to demand from within South West Wales | | | No Current Planning Consent | |
| REG1(20) | Enterprise Centre, Tondu | Tondu | 1.96 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(22) | Sarn Park Services & adjacent land | Sarn | 9.08 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| REG1(23) | Bocam Park, Pencoed | Pencoed | 9.87 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is developed with consent to develop the rest for employment and a hotel |
| REG1(24) | Bridgend Science Park | Bridgend | 11.83 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals |
| REG1(26) | Crosby Yard, Bridgend | Bridgend | 1.88 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals |
| REG1(27) | Dunraven House, near Pyle | Pyle | 1.69 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
88

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|--|-----------------|-----------------|--------------------------------------|---|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| REG1(28) | Ffaldau Industrial Estate | Pontycymmer | 2.36 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed for employment purposes with pockets of vacant land. Infrastructure in place for development proposals |
| REG1(30) | Georgia Pacific | Maesteg | 20.99 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(31) | Green Meadow | Llangeinor | 3.84 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(32) | Isfryn Industrial Estate | Blackmill | 2.92 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(33) | Land SW of Pencoed Technology Park | Pencoed | 3.64 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(34) | Penllwyngwent Industrial Estate | Ogmore Vale | 10.53 | Employment Site | | | | Western Valleys Regeneration Fund/ Private | Infrastructure in place for development proposals on vacant plots. Large area of vacant land identified WVSRA |
| REG1(35) | South Cornelly Industrial Estate | South Cornelly | 4.18 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(36) | Trews Field | Bridgend | 4.84 | Employment Site | Developed to capacity | | | Developed to capacity | Developed to capacity |
| REG1(37) | Village Farm Industrial Estate | Pyle | 44.54 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is developed with pockets of vacant land |
| | | | | SP7(3) Waste Treatment Facility | Will be implemented and funded by the private sector in response to demand from within South West Wales | | | | |
| REG1(38) | Wern Tarw | Wern Tarw | 20.89 | Employment Site | | | | Implemented and funded through the private sector (including Section 106) | Much of site is already developed. Consent for an extension on remaining area (P/06/1588/FUL refers) |
| REG9(1) | Southside - land at The Brackla Centre, Cheapside, Police Station and Surface Car Park | Bridgend | 2.31 | Retail & Commercial Development Site | | | | Implemented and funded through the private sector (including Section 106) | Key opportunity area in Bridgend Town Centre Master-Planning Exercise |
| REG9(2) | Riverside - Land Rhiw Car Park and adjacent land | Bridgend | 0.81 | Retail & Commercial Development Site | | | | Implemented and funded through the private sector (including Section 106) | P/99/755/OUT and subsequent applications for extensions of time |

DELIVERY AND IMPLEMENTATION

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|--|-----------------|-----------------|--|------------------------|-----------|-----------|--|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| REG9(3) | The Embassy Cinema Site & adjacent land at Brewery Lane & Tondu Road | Bridgend | 0.67 | Retail & Commercial Development Site | | | | Implemented and funded through the private sector (including Section 106) | No current planning consent. Key opportunity area in Bridgend Town Centre Master-Planning Exercise |
| REG9(4) | Elder Yard | Bridgend | 0.31 | Retail & Commercial Development Site | | | | Implemented and funded through the private sector (including Section 106) | Key opportunity area in Bridgend Town Centre Master-Planning Exercise (P/10/514/FUL refers) |
| REG9(5) | Land North of Market Street | Bridgend | 0.41 | Retail & Commercial Development Site | | | | Implemented and funded through the private sector (including Section 106) | No current planning consent. Key opportunity area in Bridgend Town Centre Master-Planning Exercise |
| REG9(8) | Outdoor Market, Bus Station and Riverside | Maesteg | TBC | Retail & Commercial Development Site | | | | VARP | No Current Planning Consent |
| REG11(4) | Brewery Field, Bridgend | Bridgend | 2.67 | New Bulky Comparison Goods | | | | Implemented and funded through the private sector (including Section 106) | No current planning consent. Key opportunity area in Bridgend Town Centre Master-Planning Exercise |
| REG12(1) | Fun Farm, Ton Philip Farm | Cefn Cribbwr | TBC | Tourist Accommodation/Facilities/ Attractions Fun Farm, Museum & Soft Play Visitor Attraction | | | | Implemented and funded through the private sector (including Section 106) | P/07/357/OUT Consent |
| REG12(2) | Lakeside Farm Park, Hendre Ifan Coch Farm | Glynogwr | TBC | Tourist Accommodation/Facilities/ Attractions Lakeside Farm Park | | | | Implemented and funded through the private sector (including Section 106) | P/10/684/FUL Consent |
| REG12(3) | Mountain Biking Hub, Blackmill | Blackmill | TBC | Tourist Accommodation/Facilities/ Attractions Mountain Biking Hub/Pump Site | | | | Implemented and funded through the public/private sector (including Section 106) | Feasibility study of MTB trails in the Three Valleys, Bridgend |
| REG12(4) | Mounatin Biking Hub, Calon Lan, Blaengarw | Blaengarw | TBC | Tourist Accommodation/Facilities/ Attractions Mountain Biking Hub/Pump Site | | | | Implemented and funded through the private sector (including Section 106) | Feasibility study of MTB trails in the Three Valleys, Bridgend P/08/1120/FUL |
| REG12(5) | Events Area, Bryncethin Clay Pits | Bryncethin | TBC | Tourist Accommodation/Facilities/ Attractions Events Area | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| REG12(6) | Campervan Site, Bryngarw Country Park | Brynmenyn | TBC | Tourist Accommodation/Facilities/ Attractions Campervan Site | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
90

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|---|-----------------|-----------------|-------------------------|------------------------|-----------|-----------|--|---|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| COM1(5) | South Wales Police, Cowbridge Road | Bridgend | 3.78 | Residential (130 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(6) | Land East of Masonic Hall, Coychurch Road | Bridgend | 7.25 | Residential (95 units) | | | | Implemented and funded through the private sector (including Section 106) | P/06/242/RES Consent P/09/455/FUL Consent |
| COM1(7) | Jubilee Crescent | Bridgend | 1.52 | Residential (40 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(8) | South of Joslin Road | Bridgend | 1.24 | Residential (34 units) | | | | Implemented and funded through the private sector (including Section 106) | P/07/822/FUL Consent |
| COM1(9) | Brocastle Estate | Bridgend | 1.17 | Residential (30 units) | | | | Implemented and funded through the private sector (including Section 106) | P/06/1275/FUL Allowed on Appeal |
| COM1(10) | Waterton Manor | Bridgend | 0.37 | Residential (36 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/1132/OUT Pending Consent |
| COM1(11) | Brackla Street | Bridgend | 0.65 | Residential (19 units) | | | | Implemented and funded through the private sector (including Section 106) | P/06/1127/FUL Consent |
| COM1(12) | Parc Farm, North East of Parc Derwen | Bridgend | 0.76 | Residential (14 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(13) | Waterton Lane | Bridgend | 0.85 | Residential (11 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/776/OUT & P/10/296/OUT Pending Consent |
| COM1(14) | 6-10 Queen Street | Bridgend | 0.04 | Residential (10 units) | | | | Implemented and funded through the private sector (including Section 106) | P/09/342/FUL Consent |
| COM1(18) | Crown Road | Maesteg | 1.37 | Residential (40 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(19) | Former Blaencaerau Junior School | Caerau | 0.55 | Residential (35 units) | | | | Implemented and funded through the public/private sector (including Section 106) | No Current Planning Consent |
| COM1(20) | Y Parc | Maesteg | 1.31 | Residential (20 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(21) | Land South of Cwmfelin Primary School | Caerau | 0.56 | Residential (20 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(22) | Llynfi Lodge | Maesteg | 0.26 | Residential (13 units) | | | | Implemented and funded through the private sector (including Section 106) | P/06/1392/FUL Consent |

DELIVERY AND IMPLEMENTATION



| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|-------------------------------------|-----------------|-----------------|---|------------------------|-----------|-----------|--|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| COM1(23) | Land adjacent to 50 Heol Tywith | Nantyllyllon | 0.44 | Residential (13 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/175/FUL Consent |
| COM1(25) | Former Sea Bank Hotel Car Park | Porthcawl | 0.33 | Residential (60 units) | | | | Implemented and funded through the private sector (including Section 106) | P/07/288/FUL Allowed on Appeal |
| COM1(27) | Albert Edward Prince of Wales Court | Porthcawl | 1.00 | Residential (35 units) | | | | Implemented and funded through the private sector (including Section 106) | P/04/1544/OUT Consent |
| COM1(28) | MOT Centre, Station Hill | Porthcawl | 0.08 | Residential (11 units) | | | | Implemented and funded through the private sector (including Section 106) | P/06/1451/FUL Allowed on Appeal |
| COM1(29) | The Nurseries, New Road | Porthcawl | 0.34 | Residential (10 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM1(31) | Parc Tyn y Coed | Bryncethin | 13.97 | Residential (323 units) including COM13(6) Accessible Natural Green Space | | | | Implemented and funded through the private sector (including Section 106) | P/09/538/RES Consent P/10/277/RES Consent |
| COM1(36) | Land at Abergarw Farm | Brynmenyn | 1.50 | Residential (50 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Applications |
| COM2(2) | City Farm | Bettws | 1.02 | Residential (40 units) | | | | Implemented and funded through the private sector (including Section 106) | P/02/1234/OUT Consent P/06/1465/FUL Consent |
| COM2(3) | R/O Heol Dewi Sant | Bettws | 0.68 | Residential (11 units) | | | | Implemented and funded through the private sector (including Section 106) | Individual Application Received |
| COM2(5) | Cae Gleison, Broadlands | Bridgend | 18.5 | Residential (284 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/314/RES Consent P/08/448/RES Consent |
| COM2(6) | Ysgol Bryn Castell | Bridgend | 5.48 | Residential (150 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM2(7) | Chelsea Avenue | Bridgend | 3.16 | Residential (110 units) | | | | Implemented and funded through the public/private sector (including Section 106) | P/09/687/FUL Pending Awaiting signing of Section 106 Agreement |
| COM2(8) | Llys Fitzhamon | Bridgend | 1.38 | Residential (41 units) | | | | Implemented and funded through the private sector (including Section 106) | P/05/1661/RES Consent |
| COM2(9) | Cefn Glas Road | Bridgend | 0.30 | Residential (10 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/522/FUL Consent |
| COM2(10) | Coed Parc | Bridgend | 1.42 | Residential (20 units) | | | | Implemented and funded through the private sector (including Section 106) | Development Brief prepared for site |

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
92

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|---------------------------------|-----------------|-----------------|------------------------|------------------------|-----------|-----------|--|---|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| COM2(11) | Former Wildmill Boiler House | Bridgend | 0.26 | Residential (10 units) | | | | Implemented and funded through the private sector (including Section 106) | P/07/528/FUL Consent |
| COM2(12) | Former Abercerdin School | Evanstown | 0.65 | Residential (11 units) | | | | Implemented and funded through the private sector (including Section 106) | P/05/1112/FUL Consent P/08/1000/FUL Consent |
| COM2(13) | Former Goricon Site | Kenfig Hill | 0.68 | Residential (29 units) | | | | Implemented and funded through the private sector (including Section 106) | P/09/898/FUL Consent |
| COM2(14) | Troed y Ton | Kenfig Hill | 0.52 | Residential (39 units) | | | | Implemented and funded through the private sector (including Section 106) | P/09/587/FUL Consent |
| COM2(15) | Pantyrwel Court | Pantyrwel | 0.57 | Residential (19 units) | | | | Implemented and funded through the private sector (including Section 106) | P/06/605/FUL Consent P/07/1245/FUL Consent |
| COM2(16) | Ty Nant, Heol Llangeinor | Llangeinor | 0.59 | Residential (10 units) | | | | Implemented and funded through the private sector (including Section 106) | P/10/531/FUL Pending Consent |
| COM2(17) | Waunwen | Nantymoel | 1.00 | Residential (35 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM2(18) | Cwrt Colman Street | Nantymoel | 1.49 | Residential (21 units) | | | | Implemented and funded through the private sector (including Section 106) | P/03/1353/RES Consent |
| COM2(19) | Heol y Fedwen/Haul Bryn | Nantymoel | 0.39 | Residential (11 units) | | | | Implemented and funded through the private sector (including Section 106) | P/99/805/OUT Consent P/03/143/OUT Consent |
| COM2(20) | Marlas Farm | North Cornelly | 4.85 | Residential (48 units) | | | | Implemented and funded through the private sector (including Section 106) | Majority of site completed (1 NS 2UC) P/09/686/FUL Consent |
| COM2(22) | Ffordd yr Eglwys (land off) | North Cornelly | 0.67 | Residential (22 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/1037/FUL Allowed on Appeal |
| COM2(23) | Thomas Crescent (land adjacent) | North Cornelly | 0.44 | Residential (14 units) | | | | Implemented and funded through the public/private sector (including Section 106) | P/10/650/FUL Consent |
| COM2(24) | South of Hendre Road | Pencoed | 0.19 | Residential (35 units) | | | | Implemented and funded through the private sector (including Section 106) | Majority of site built & P/09/345/OUT Consent |
| COM2(25) | 2 Penprysg Road | Pencoed | 0.09 | Residential (12 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/327/FUL Consent |
| COM2(27) | Pencoed Primary School | Pencoed | 0.75 | Residential (10 units) | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Application |

DELIVERY AND IMPLEMENTATION



| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|--|-----------------|-----------------|--|------------------------|-----------|-----------|--|---|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| COM2(28) | Land rear of Ty Draw Close | Tondu | 0.76 | Residential (30 units) | | | | Implemented and funded through the private sector (including Section 106) | P/08/1131/OUT Pending Consent |
| COM8(1) | Land off Min y Nant | Pencoed | 0.52 | Health & Social Service Facility | | | | Implemented and funded through the public sector (including Section 106) | P/09/858/FUL Consent |
| COM8(2) | Bridgend Road | Aberkenfig | TBC | Health & Social Service Facility | | | | Implemented and funded through the public/private sector (including Section 106) | No Current Planning Applications |
| COM8(5) | The Resource Centre | Bridgend | 1.25 | Health & Social Service Facility | | | | Implemented and funded through the private sector (including Section 106) | Application approved for Day Centre (P/08/884/BCB refers) |
| COM8(7) | Oak Tree Surgery, Brackla | Bridgend | 0.32 | Health & Social Service Facility (extension) | | | | Implemented and funded through the private sector (including Section 106) | P/09/516/FUL Consent |
| COM8(8) | Glan Rhyd, Penyfai | Penyfai | TBC | Health & Social Service Facility (extension) | | TBC | | Implemented and funded through the public sector (including Section 106) | This is located within an existing facility providing the opportunity for extension if needed |
| COM8(9) | Princess of Wales Hospital | Bridgend | TBC | Health & Social Service Facility (extension) | | TBC | | Implemented and funded through the public sector (including Section 106) | This is located within an existing facility providing the opportunity for extension if needed |
| COM9(6) | Land North of Brackla Infants School | Bridgend | 0.23 | Community Building | | | | Implemented and funded through the private sector (including Section 106) | P/10/156/FUL Consent |
| COM9(8) | Former Blaenllynfi School Site, Caerau | Caerau | TBC | Community Building | | | | VARP | P/09/983/FUL Consent |
| COM9(10) | Llangeinor Sports Ground | Llangeinor | TBC | Community Building | | | | TBC | No Current Planning Consent |
| COM9(11) | Ty'r Ardd Day Centre | Bridgend | 0.40 | Community Building | | | | Implemented and funded through the public sector (including Section 106) | P/10/584/BCB Consent |
| COM9(12) | Sarn | Sarn | TBC | Community Building (extension) | | | | Implemented and funded through the public/private sector (including Section 106) | Consent granted for this development (P/09/968/BCB refers) |
| COM9(13) | Wildmill | Bridgend | 0.01 | Community Building (extension) | | | | Implemented and funded through the private sector (including Section 106) | P/06/1191/FUL Consent |
| COM9(14) | Noddfa Chapel, Caerau | Caerau | TBC | Community Building (extension) | | | | Implemented and funded through the private sector (including Section 106) | P/07/967/FUL Consent |

DELIVERY AND IMPLEMENTATION

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Chapter
9

Page
94

| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|--|--------------------|-----------------|--|------------------------|-----------|-----------|---|--|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| COM10(1) | Blaengarw | Blaengarw | TBC | Education | | | | Implemented and funded through the public sector - Welsh Government. Forms part of school modernisation programme | No Current Planning Consent |
| COM10(2) | Lower Comprehensive School Site, Maesteg | Maesteg | TBC | Education including COM9(4) Community Building | | | | Implemented and funded through the public sector - Welsh Government. Forms part of school modernisation programme | No Current Planning Consent |
| COM10(4) | Heol Eglwys, Penyfai | Penyfai | 2.14 | Education | | | | Implemented and funded through the public sector - Welsh Government. Forms part of school modernisation programme | P/06/175/BCB Consent |
| COM10(5) | Penprysg Road | Pencoed | TBC | Education | | | | Implemented and funded through the public sector. Forms part of the school modernisation programme | No Current Planning Consent |
| COM10(6) | Archbishop McGrath, Brackla | Bridgend | 8.32 | Education including COM9(5) Community Building | | | | Implemented and funded through the public sector - Welsh Government. Forms part of school modernisation programme | P/09/352/FUL Consent |
| COM10(12) | Bryncethin Primary School | Bryncethin | TBC | Education (extension) | | | | Implemented and funded through the public/private sector (including Section 106) | No Current Planning Consent |
| COM12(3) | West of Grassholm Way, Nottage | Porthcawl | 4.43 | Playing Field | | | | Implemented and funded through the public/private sector (including Section 106) | No Current Planning Consent |
| COM12(4) | Newbridge Fields extensions | Bridgend | 8.82 | Playing Fields | | | | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM12(7) | East of Crown Road, Waun Cimla | Kenfig Hill & Pyle | TBC | Playing Fields | | | TBC | Implemented and funded through the private sector (including Section 106) | No Current Planning Consent |
| COM12(8) | Pandy Park extension | Ynysawdre | TBC | Playing Fields | | | | Implemented and funded through the public/private sector (including Section 106) | No Current Planning Consent |
| COM13(1) | Blaengarw & Pontycymmer Linear Park | Pontycymmer | 13.98 | Accessible Natural Green Space | | | | Implemented and funded through the public sector (including Section 106) | P/08/1120/FUL Consent |
| COM13(2) | Part of former Central Washery Site | Ogmore Vale | 12.20 | Accessible Natural Green Space | | | | Implemented and funded through the public/private sector (including Section 106) | No Current Planning Consent |
| COM13(3) | Heol Wastad Waun | Pencoed | 2.78 | Accessible Natural Green Space | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent. Preferred strategy Project in Pencoed Regeneration Strategy & Action Plan |

DELIVERY AND IMPLEMENTATION



| LDP Policy Number | Site Reference | Settlement Name | Total Area (Ha) | Use | Phasing of Development | | | Implementation and Funding Source | Planning Status |
|-------------------|---|-----------------|-----------------|---|------------------------|-----------|-----------|--|-----------------------------|
| | | | | | 2006-2011 | 2011-2016 | 2016-2021 | | |
| COM13(5) | Brackla Ridge & Associated Areas | Bridgend | 27.33 | Provision of Accessible Natural Green Space (including Public Open Space) | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| COM13(9) | Land off Waunscil Avenue | Bridgend | 2.71 | Accessible Natural Green Space | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| COM14(1) | Caerau & Brynglas Market Garden | Caerau | TBC | Allotment & Community Food | | | | VARP | P/10/857/FUL Consent |
| COM14(2) | Land to South of Llangeinor Football Club | Llangeinor | 0.35 | Allotments & Community Food | | | | VARP | P/10/577/FUL Consent |
| COM15(1) | Porthcawl Cemetery | Porthcawl | TBC | Cemetery | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| COM15(2) | Cornelly Cemetery | North Cornelly | TBC | Cemetery | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| COM15(3) | Gelliron Cemetery | Pontycymmer | TBC | Cemetery | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| COM15(4) | Pencoed Cemetery | Pencoed | TBC | Cemetery | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |
| COM15(5) | Sarn Cemetery | Sarn | TBC | Cemetery | | | | Implemented and funded through the public sector (including Section 106) | No Current Planning Consent |

Bridgend Local Development Plan 2006-2021

DEPOSIT PLAN

WRITTEN STATEMENT

Chapter 9

Page 95

DELIVERY AND IMPLEMENTATION

**Bridgend Local
Development
Plan 2006-2021**

**DEPOSIT
PLAN**

**WRITTEN
STATEMENT**

**Chapter
9**

**Page
96**



Appendix 1

Descriptions of Regeneration and Mixed Use Development Schemes allocated under Policy PLA3.

A1.1 PLA3(1) Parc Derwen, Bridgend

A1.1.1 The site is located 1.5 km to the north of Bridgend town centre and south of Junction 36 of the M4. This proposed exemplar development represents an existing commitment in north-east Bridgend which benefits from planning consent for 1,500 houses on an 85 hectare site, that also includes a Primary School, Local Commercial Centre, Playing Fields and areas of Public Open Space. The site is subject to a detailed design code adopted in 2005 and preliminary infrastructure work is currently being carried out on the site. This site is already subject to an agreed Section 106 agreement, which will deliver 150 affordable housing units.

A1.2 PLA3(2) North East Brackla Regeneration Area, Bridgend

A1.2.1 The site is located 1 km to the north of Bridgend town centre and 1km to the south of Junction 36 of the M4. It consists of roughly 32 hectares of previously developed and agricultural land surrounding the existing Brackla and Litchard Industrial Estates under the ownership of the Welsh Government; as well as the 35 ha comprising the estates themselves which are not under the ownership of the Welsh Government.

A1.2.2 The site is the focus of an employment-led mixed-use regeneration scheme retaining and providing additional jobs and homes and flexible commercial and recreation facilities to serve the new community, the industrial estate, the village of Coity and the wider residential community of Brackla to the south. This development is subject of a Development Brief, and the LDP will ensure that the site's regeneration comes forward in a comprehensive and phased way during the plan period up to 2021 and is integrated with surrounding development.

A1.3 PLA3(3) Coity Road Sidings, Bridgend

A1.3.1 This 6.4 hectare brownfield site, in private ownership, is located less than 1 km north of Bridgend Town Centre. The site is substantially vacant despite its prime location, close to the town centre. The site offers the opportunity for a mix of uses including residential, a retained area of employment, recreation (including the possible expansion of adjacent allotment facilities) and a proposed Park & Ride facility, in connection with the existing Wildmill Railway Halt.

A1.4 PLA3(4) Parc Afon Ewenni, Bridgend

A1.4.1 Parc Afon Ewenni is a significant brownfield and underutilised employment site which stretches along the A473 corridor from the residential area of Waterton in the east to Waterton Roundabout in the west. The proposed mixed-use development of the Parc Afon Ewenni Site represents an opportunity to build a viable and more sustainable community at Waterton, which is currently isolated, by accommodating additional residential development served by a commercial hub, community and recreation facilities. The site is subject to a flexible development framework that will deliver future residential, commercial and business space. At its western extent close to Waterton Roundabout a 'landmark' building is envisaged at this visually prominent location.

A1.4.2 The careful regeneration of this currently environmentally degraded and under-utilised site located immediately adjacent to the A473 and therefore representing an important gateway to Bridgend from Junction 35 of the M4 and from Cardiff and Cowbridge along the A48, will raise the image of the whole of Bridgend creating valuable additional jobs, homes and other commercial opportunities in a landscaped and comprehensively developed environment.

A1.5 PLA3(5) The Former Maesteg Washery, Maesteg

A1.5.1 This site is located immediately to the north-east of the Maesteg town centre. The western and southern boundaries of the site are defined by the former mineral railway line but the northern and eastern boundaries are not defined by any physical features as the land in general is an open reclaimed area, including the former Maesteg Washery site, offering scope for informal recreation opportunities.

A1.5.2 A mixed use scheme including education, market and affordable housing and recreational end uses are considered appropriate for this site. A new comprehensive school with associated playing fields has been constructed and is one of the primary uses on the developable part of the site. The actual amount of housing will be determined by ongoing feasibility although it is anticipated that up to 125 new dwellings can be accommodated on the southern part of the site in the plan period.

A1.6 PLA3(6) Coegnant Reclamation Site, Caerau/Nantyffyllon;

A1.6.1 This is the largest single development site in the Llynfi Valley comprising of a linear site of approximately 16 hectares of brownfield land, located immediately to the east of the communities of Caerau and Nantyffyllon. Previously allocated solely for employment and recreational uses it is now recognised that the comprehensive development of the whole area represents a significant opportunity to enhance the environment, improve access to the countryside for the benefit of tourism and deliver a mixture of uses, including new market and affordable housing, open-space, more formal recreation facilities and local employment opportunities and social enterprises.

A1.6.2 At its northern end the site integrates well with the new primary school in Caerau and is currently the focus of recreation facilities and a new leisure park, including a BMX track. At its southern extremity, the site has the potential to link via a dedicated walking and cycling route to the Maesteg Washery Site and the newly opened Maesteg Comprehensive School, which is located less than 1.5km to the south.

A1.7 PLA3(7) Ewenny Road, Maesteg

A1.7.1 This 7.7 hectare site, which was formerly occupied by Cooper Standard and Budelpak Cosi now represents one of the most strategically sited development opportunities in the Llynfi Valley. Located within the urban area of Maesteg adjacent to the Oakwood Estate, which is a renewal priority for V2C Housing. The site is owned, in part, by the County Borough Council, and has been identified as suitable for funding from the Western Valleys Strategic Regeneration Area (WVSRA).

A1.7.2 The strategic and sustainable location of the site, adjacent to a rail halt on the Maesteg to Bridgend line, means that this regeneration opportunity could have benefits for the whole of the Llynfi Valley. The significance of this opportunity has been recognised by the Llynfi VARP which earmarks the future development of the area as a Strategic Project. The LDP strategy promotes the site as a flexible regeneration opportunity to create a new mixed-use neighbourhood that can deliver much needed development space for small businesses, new market and affordable housing, and related commercial and social facilities set within a pleasant environment that can capitalise on its riverside setting.

A1.8 PLA3(8) Porthcawl Waterfront Regeneration, Porthcawl;

A1.8.1 The Porthcawl Waterfront Regeneration site is the main focus of existing and future development opportunities in Porthcawl SRGA, which provides a unique opportunity to create a vibrant new focus that will bring social, economic and environmental benefits including flood protection measures to the Town itself and the wider area.

A1.8.2 This 41 hectare brownfield waterfront site provides a significant opportunity through comprehensive regeneration to transform Porthcawl into a premier seaside resort. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, taking in the former Council owned Sandy Bay caravan site, the fairground and Salt Lake car park and its environs. The regeneration of this area is the subject of adopted Supplementary Planning Guidance, which was approved in 2007. Its aim is to properly integrate new development areas into the town centre and the surrounding urban area and will guide development in a phased approach over the next 10 years. The guidance is considered flexible and robust enough to adapt over time to cope with varying market conditions.

A1.8.3 A variety of land uses is proposed, including residential, tourism and leisure, retail and community provision in the form of a new Community Hub. With respect to retail provision the area is subject to a planning application for a new retail convenience store, which will be well integrated with the existing town centre and stem current retail expenditure. The Project Area also includes significant new areas of attractive open space along the seafront and an extension to Griffin Park. Key elements of the waterfront will be the creation of improved sea defences and new, high quality promenades between the harbour and Trecco Bay, and the regeneration of the harbour area itself.

A1.9 PLA3(9) Pwll-Y-Waun, Porthcawl;

A1.9.1 This 4.5 hectare site is situated within the urban area of Porthcawl. It comprises Pwll-y-Waun pond to the west of the site which will be retained and enhanced for recreational purposes. An opportunity exists however on the adjacent land to the east of the pond which currently represents under-utilised land within the urban area to provide a high quality mixed use scheme incorporating B1 business uses, residential development of market and affordable homes and new public open space.

A1.9.2 Development will be expected to respect the nature conservation interests and recreational value of the pond and improve and enhance biodiversity resources of the site. The bringing forward of the employment aspect of this site is seen as important in the context of Porthcawl, given the general lack of designated employment sites and buildings outside of the tourism industry.

A1.10 PLA3(10) Land West of Maesteg Road, Tondy;

A1.10.1 This existing mixed-use Regeneration Area in Tondy is a substantial site of approximately 40 hectares of land, which has already delivered the Tondy Ironworks Heritage Centre and a new Waste Transfer Station, serving the whole of the County Borough. The southern part of the site, which has the benefit of planning permission and is considered an existing commitment has the capacity to deliver 165 new dwellings, 40 of which will be affordable and includes further opportunities for retail, community and leisure development facilities.

A1.10.2 As part of the development, a new retailing area comprises a 1200 square metre supermarket (which is already in operation) and other smaller units will provide much needed shopping facilities for the whole of the area. This site, due to its proximity and pedestrian linkages with the existing Aberkenfig District commercial centre, provides an opportunity to provide a Community Hub, with a mixture of retailing and social and community facilities.

A1.10.3 As part of this development a further improvement to the A4063 is required, and to this end an area of land has been safeguarded. This will facilitate accessibility between the Valley's Gateway and Maesteg and the Llynfi Valley.

This will allow the non-committed northern part of the site comprises 12 hectares of undeveloped land to come forward, which offers the opportunity to deliver further residential, employment, education facilities and additional open space, complementing the existing Heritage Centre as part of a comprehensive scheme.

A1.11 PLA3(11) Former Christie Tyler Site, Brynmenyn

A1.11.1 The former Christie Tyler premises are located on a discreet, separately accessed, part of the wider Brynmenyn Industrial Estate. The site has direct links with the M4 via the A4065 and represents an ideal location, within the Valleys Gateway SRGA to provide a significant number of residential units whilst still enabling a comparable amount of B1, B2 and B8 employment floorspace to be delivered as part of a mixed-use scheme.

A1.12 PLA3(12) Ogmor Comprehensive School, Brynmenyn

A1.12.1 The Ogmor Comprehensive School site provides an opportunity for the utilization of the existing school buildings for the relocation of the Special School at Ysgol Bryn Castell in Bridgend, together with the possibility of consolidation of complementary social and children's services activities within the existing buildings, and an element of residential development on surplus land to the south west of the site.

A1.13 PLA3(13) Gateway to the Valleys, Tondy

A1.13.1 The central focus of this 16 hectare site at Ynysawdre is a new comprehensive school. This initiative forms part of the Council's School Modernisation Programme and centres on the creation of a new Secondary School to replace the two existing schools of Ogmor and Ynysawdre and will serve the wider catchment area of the whole of the Valleys Gateway and the Secondary School educational needs of the Ogmor and Garw Valleys.

A1.13.2 The campus will provide a range of services and facilities to the local community with scope to become a multi-agency hub and a focus for sporting excellence, benefiting from its location immediately adjacent to the recently refurbished existing Ynysawdre Swimming Pool and Pandy Park Playing Fields. As part of the comprehensive scheme an element of residential development is proposed on the surplus land to the north of the site.

A1.13.3 The project has been successful in receiving funding from the Welsh Government and it is anticipated that the new campus will be completed by 2014.

A1.14 PLA3(14) Bryncethin Depot

A1.14.1 This 2 hectare brownfield site which includes the existing 'Depot' site and land to the north has scope for the development of a mixed use employment and residential scheme.

A1.14.2 The current depot use on is likely to become redundant during the LDP period and due to its good relationship with the urban area of Bryncethin and direct links with the M4 via the A4061 provides an opportunity to develop a number of residential units whilst still enabling a comparable amount of B1, B2 and B8 employment floorspace to be delivered as part of a mixed-use scheme.

A1.15 PLA3(15) Glanyrafon, Tondy

A1.15.1 The Glanyrafon site, located immediately opposite the Gateway of the Valleys new comprehensive school, provides the opportunity for housing renewal in the form of extra care housing and an enhanced special Health and wellbeing facility. The project is being taken forward on a partnership basis by the Council, the local Health Board (ABM) and a proposed future registered social landlord.

A1.16 PLA3(16) Land South West of City Road, Bettws

A1.16.1 The proposal is for a mixed use residential led development of market and affordable housing on land owned by the Council and registered social landlord, by V2C Housing. The residential development will be interspersed with new open space, allotments, landscaping and additional infrastructure. An enhanced retail facility to serve the site and the village of Bettws, with improved vehicular parking; pedestrian access will also be developed as part of the overall project.

APPENDIX 1

A1.17 PLA3(17) Land adjoining Cwm Ogwr Fach, Blackmill

A1.17.1 This 1.22 hectare brownfield site will be developed for mixed uses comprising of residential units, including live/work units and an enterprise centre providing facilities for the local community. The residential component will provide a mix of market and affordable housing.

A1.17.2 A proportion of the site is set aside for an enterprise and/or community building which is intended will accommodate small local businesses and/or social enterprises and community facilities. The enterprise element of the proposal will be accessed via the estate road serving the existing Isfryn Industrial Estate, whilst most of the residential development will be served off the residential estate at Cwm Ogwr Fach.

A1.17.3 Set between the new residential units and the enterprise centre, the live/work units will enable occupants to run a small business from their home.

A1.18 PLA3(18) Land at Gibbons Way, North Cornelly

A1.18.1 The scheme for Gibbons Way is predominantly a residential development of approximately 45 dwellings of which 15 will be affordable housing. This development is focused on the eastern and south-eastern part of the site, which will link with land being made available following selective demolition at Plas Morlais. The western part of the site, which fronts onto Heol-y-Parc, is to be retained for and developed for community, small scale employment and recreation uses with improved landscaping.

A1.19 PLA3(19) Former Surgery Site, Pencoed

A1.19.1 This is a key site within Pencoed District Centre which has been identified in the Pencoed Regeneration Strategy. The site is some 1650 sq metres and in split ownership – part private, part Valleys to Coast Housing Association. The site is currently vacant, previously being occupied by a doctors surgery.

A1.19.2 The site could accommodate a small food convenience store 3500-4000 with a 600-1000 sq ft retail unit. A layout could allow for a direct footway link between the proposed car park and the main shopping area. Alternatively the site could accommodate 10-12 residential units with on-site parking, or a combination of retail on the ground floor with flats above. The regeneration strategy additionally proposes a town centre car park to the rear of the site.

A1.19.3 The development of this site would significantly enhance the retail provision within Pencoed and could also provide an attractive development within the heart of the town on a former derelict site.

A1.20 PLA3(20) Coronation Works, Evanstown

A1.20.1 This site occupies a prominent gateway position to the village of Evanstown. This site has been allocated solely for employment purposes for a number of years but has remained unoccupied in its current dilapidated form for at least the past 5 years. It has not been identified as a site which the Council is looking to assist in bringing forward for employment purposes and is not in public ownership. It is, however, located in one of most economically deprived areas of the County Borough.

A1.20.2 Given its distance from other employment opportunities, locally based employment development and/or social enterprises and training should be brought forward to serve the employment needs of the local community. However it is considered essential that in order to provide the necessary funding leverage to bring forward employment/enterprise training development, an element of enabling residential development is required.



Appendix 2

Details of the Transport Corridors identified in PLA5

A2.1 M4 Corridor

A2.1.1 This corridor includes the primary strategic highway and railway network for South Wales, i.e. the M4 motorway, and the main Paddington to Fishguard railway line including stations at Pencoed and Bridgend. Although it is the responsibility of the Welsh Government, the M4 motorway also serves the strategic needs of the County Borough and acts as an effective link from east and west. In view of its status as a Trans European Route Network (TERN) and its strategic significance to the whole of South Wales, it is imperative that the Council and its neighbouring Authorities, collaborate with the Welsh Government in the effective management of the M4 motorway and its junctions.

A2.1.2 The Council will therefore assess all development proposals within the M4 Corridor to ensure that they do not have an adverse effect on the efficiency of the motorway, and particularly its junctions 35, 36 and 37. It is with reference to this issue that Junction 35 is identified for development-related improvements in Policy PLA 8 (2).

A2.1.3 It is this corridor that provides the greatest opportunities to support development which generates lorry movements, as it is effectively accessed and the impact of road freight movement on the environment can be minimised, provided that appropriate locations and highway improvements are identified.

A2.1.4 Any developments, which have a direct effect on the M4 motorway junctions within the County Borough will have to be considered very carefully. Development which will have direct access, or accesses, in close proximity to those junctions is likely to have an adverse effect on their efficiency, which can therefore have a negative impact on the whole of the County Borough and possible implications for South Wales. Therefore such development will be resisted by the Council unless it can be demonstrated that the traffic impact of the proposals can be accommodated by the motorway and its junctions either in the short or the long term.

A2.1.5 The South Wales Mainline is the responsibility of Network Rail, but is another strategic link within the County Borough which must be protected. Development, and future management measures which will encourage its use by commuters, and for the movement of freight will therefore be favoured by the Council in line with national policy as recommended in paragraph 8.5.3 of Planning Policy Wales 2011.

A2.2 Llynfi Corridor

A2.2.1 The Llynfi Corridor centres on the A4063 strategic road which runs from the northern border of the County Borough through the upper Llynfi Valley settlements, including Maesteg, to join the Pyle-Aberkenfig Corridor at Aberkenfig. From here the corridor continues to follow the A4063 both southward to Bridgend town centre and eastward along the Sarn Link to arrive at Junction 36 of the M4 motorway. The corridor also includes the Maesteg to Bridgend railway line.

A2.2.2 The nature of the A4063 varies as it travels down the Llynfi Corridor. From the north, passing through Caerau, Nantyffyllon, Maesteg Town Centre and Pont Rhyd-y-Cyff, its standard and specification is limited, and transportation-related environmental issues arise regarding development. Further south, the specification and alignment of the A4063 improves, especially from the Paper Mills to Coytrahen. However, through Coytrahen village and until the railway bridge where the A4063 meets the A4065, the road's alignment and standard, the proximity of residential properties and frontage accesses, all limit the capacity of the highway. These raise transportation-related environmental issues which any development that exacerbates them would have to address. From the railway bridge along the Sarn Link to Junction 36 the highway has a good specification with limited transportation-related environmental issues. From the aforesaid railway bridge to Bridgend town centre the highway is also of a generally good specification, however, some issues arise in relation to the hospital, general visibility, and other junctions.

A2.2.3 There are opportunities for management and improvement of this corridor in terms of the transportation-related environmental issues. However, capacity issues will remain related to highway movement, which cannot be avoided, and will therefore act as a constraint. One major site on this corridor which is not affected by such a constraint, but which does require highway works, however, is Land West of Maesteg Road (this includes the former ironworks), Tondu (Policy PLA3(10) refers), access to which will be dealt with under Policy PLA8(3)

A2.2.4 Development which will be served by the highway will be considered, not only upon the basis of how it will affect the local area, but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

A2.2.5 The Maesteg to Bridgend railway line is a major asset to the Corridor, which can be used to move both commuters and freight. Therefore the opportunity for development within the corridor to be served by the railway is considerable, and this will be encouraged by the Council to maximise its potential benefits.

A2.3 Garw Corridor

A2.3.1 The Garw Corridor is based primarily on the principal route A4064 which runs southwards from the settlement of Blaengarw passing, in turn, through Pontycymmer and Llangeinor. Further south, the route forks, and as the A4065, passes through Brynmenyn, joins the Llynfi Corridor at the Aberkenfig railway bridge and joins the Ogmore Corridor at its junction with the A4061.

A2.3.2 Although the nature of the A4064 varies as it runs along the corridor, it is generally of a limited standard and specification which raises transportation-related environmental issues. There are opportunities for management and improvement of the corridor but there is limited potential for increasing its capacities which will therefore act as a constraint. Two employment areas on this corridor which have fewer capacity constraints are, the Abergarw and Brynmenyn Industrial Estates. However, these two sites do generate transportation-related environmental issues on the Ogmore Corridor.

A2.3.3 Development which will be served by the highway will be considered, not only upon the basis of how it will affect the local area, but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

A2.4 Ogmore Corridor

A2.4.1 The Ogmore Corridor is based primarily on the principal route A4061 which commences from the northern border of the County Borough with Rhondda Cynon Taff County Borough then runs southwards through the settlements of Nantymoel, Pricetown, Ogmore Vale, Lewistown, Pantyrwel, Blackmill, and Bryncethin. It then crosses the M4 motorway at junction 36 and along the Bridgend Northern Distributor Road through Bridgend town centre where it connects to the B4181 and terminates at the Coychurch Roundabout on the Pencoed-Pyle corridor. The corridor also includes the principal route A4093 which runs eastward from Blackmill to the border with Rhondda Cynon Taff County Borough.

A2.4.2 The nature of the A4061 varies as it runs along the Ogmore Corridor passing through urban areas with frontage accesses, residential areas, and rural areas. The standard and specification of the route is equally varying, changing from narrow lane to dual carriageway.

A2.4.3 There are opportunities for management and improvement of the corridor on both the A4061 and A4093 in terms of transportation-related environmental issues. However, at various locations along the route the highway capacity and the transportation-related environmental issues which arise will act as a constraint on development.

A2.4.4 Development will be considered not only on the basis of how it affects the local area but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

A2.5 Aberkenfig – Bryncethin Corridor

A2.5.1 The Aberkenfig-Bryncethin Corridor is based upon the classified route A4065. It effectively starts at the northern end of Aberkenfig at the junction of A4063 and A4065 with Penyfai Road and runs east along the length of the A4065 (Bryn Road, Abergarw Road and the Brynmenyn Industrial Link Road) to its junction with the A4061 at the traffic signal controlled junction, Bryncethin on the Ogmore corridor.

A2.5.2 The route is primarily urban in nature being built up along Bryn Road and Abergarw Road serving housing, recreational facilities, industry and educational facilities until it reaches Brynmenyn Industrial Estate via a roundabout controlled access. From this point the route is constructed to a higher standard and specification and is known as the Brynmenyn Industrial Link Road.

A2.5.3 Use of the western section of this corridor raises issues in relation to on street parking, alignment, associated forward visibility restrictions, pedestrian facilities and general narrowness along Bryn Road and in the vicinity of the redundant level crossing and river bridge at Brynmenyn, the junior school and the Fox and Hounds Public House in the vicinity of the access to Bryngarw Country Park.

A2.5.4 There is localised congestion along the majority of the route, particularly at peak periods and consequently, there are constraints on the ability of this corridor to support development of any kind, which, accordingly, will be considered on the basis of its transportation impact in light of these issues.

A2.6 Pyle-Aberkenfig

A2.6.1 Pyle-Aberkenfig Corridor is based on the route B4281 from where it meets the A48 at Pyle Cross running eastward through Pyle, Kenfig Hill, and Cefn Cribbwr until terminating at its junction with the A4063.

A2.6.2 The standard and specification of this route is low which raises many existing transportation-related environmental issues including the risk of accidents especially where it passes through residential and retail areas.

A2.6.3 There are opportunities for management and improvement of the corridor in terms of those issues, but no opportunity to increase the route's capacity. Therefore, there are considerable constraints on the ability of this corridor to support development. Efforts will also have to be made to ensure that the proposed new mining works at Margam do not have a detrimental effect on this corridor.

A2.7 Pencoed-Pyle Corridor

A2.7.1 This corridor starts at the point where the A473 core route enters the County Borough from neighbouring Rhondda Cynon Taff County Borough, and runs along the Pencoed Bypass to junction 35 on the M4 motorway. The corridor then continues as the A473 until it joins with the A48 at Waterton Roundabout. From where it extends to the boundary of the County Borough to the west of Pyle and then enters Neath Port Talbot County Borough.

A2.7.2 The route varies in standard from dual carriageway to single carriageway and the areas it serves are substantially urban in nature apart from the most westerly section of the route. This corridor provides accesses to Bridgend Technical College, the South Wales Police HQ, out-of-centre retail centres and substantial residential areas, with some sections of the route having residential frontages.

A2.7.3 The corridor provides an important access into Bridgend town centre from the south which must be protected. In addition, at various locations along the route, the highway capacity and transportation-related environmental issues will act as constraints. Any development will be considered for its transportation impact in the light of these constraints.

A2.7.4 Use of this corridor raises issues of constraint at the junctions of its routes, and some issues of transportation-related environmental concern, more particularly at its western and eastern extremities. Notwithstanding this, the corridor provides opportunities at certain sections for the location of freight generating developments where the impact of road freight movements on the environment can be minimised, if appropriate locations for highway improvements are identified.

A2.7.5 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. Development proposals to the west of the railway line would not be of sufficient scale to generate the required level of developer-funded infrastructure required to resolve the problem.

A2.8 Porthcawl-Cornelly Corridor

A2.8.1 This corridor is based on the principal route A4106 from where it meets the A48 at Redhill Roundabout travelling south westward to its junction with the principal route A4229 at Porthcawl. The corridor then follows the A4229 northwards until its junction with the B4283 at which the route forks and, as the A4229, it continues through junction 37 on the M4 motorway and terminates at its junction with the A48 at Pyle Roundabout. As the B4283, it continues northwards through North Cornelly until it meets the boundary of the County Borough where it enters Neath Port Talbot County Borough.

A2.8.2 The route varies in its nature with sections of dual carriageway and country lane but for the majority of the length, the route is a single lane carriageway. This corridor also provides access to Porthcawl town centre and its tourist facilities.

A2.8.3 With regard to its ability to serve Porthcawl, the corridor has sufficient capacity to provide for its residential population, and on average its requirements as a tourist resort. It does not have the facility to cater for traffic flows at peak days within the year, such as sunny bank holidays, and it would be environmentally unacceptable to provide for that level of network capacity.

A2.8.4 However, there are opportunities for management and improvement of the corridor, on both the A4106 and A4229, in terms of transportation-related environmental issues but no acceptable opportunities to increase further the route's capacity.

A2.8.5 Development in this corridor, including the regeneration of Porthcawl will be considered for its transportation impact not only on the basis of how it affects the local area but also for its effect on the routes to Junction 37 of the M4 motorway and to the A48.

A2.8.6 The route B4283, which is included in this corridor, is limited by a low headroom bridge where it passes beneath the M4 motorway. This route serves the residential community of North Cornelly and has a substantial number of frontage properties, on street parking, shops, schools and pedestrian movement. The existing highway network is not appropriate to accommodate the additional traffic movement generated by development and it cannot be significantly improved.

A2.8.7 For the reasons stated above, the B4283 is not suitable to carry significant levels of heavy goods vehicles. However, due to a low headroom bridge, within Neath Port Talbot County Borough, such vehicles serving the Kenfig Industrial Estate within that Authority, have to use this highway. The Council will work in partnership with Neath Port Talbot County Borough Council to provide a more appropriate access to the Kenfig Industrial Estate, thereby removing the associated heavy goods vehicle movements from this corridor. There are opportunities for management and improvement of the B4283 in terms of transportation-related environmental issues but no opportunity to increase its capacity. Therefore, there are considerable constraints on the ability of this corridor to support development. Efforts must also be made to ensure that no additional pressure is placed by heavy goods vehicle movements on the B4283.

APPENDIX 2

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Appendix
2

Page
104



Appendix 3

Employment Land Schedule - October 2009

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Appendix
3

Page
105

APPENDIX 3

Employment Land Schedule - October 2009

| LDP Policy Number | Industrial Site | Total Area (Ha) | Remaining Area (Ha) | Availability | | | |
|---------------------------------------|-------------------------------------|-----------------|---------------------|--------------|-------|--------|------|
| | | | | Immediately | Short | Medium | Long |
| Strategic Employment Sites | | | | | | | |
| SP10(1) | Brocastle, Waterton | 52.13 | 46.10 | 0.00 | 0.00 | 46.10 | 0.00 |
| SP10(2) | Island Farm, Bridgend | 25.95 | 11.00 | 0.00 | 0.00 | 11.00 | 0.00 |
| SP10(3) | Pencoed Technology Park | 30.57 | 5.40 | 5.40 | 0.00 | 0.00 | 0.00 |
| SP10(4) | Ty Draw Farm, Pyle | 6.04 | 6.04 | 0.00 | 0.00 | 6.04 | 0.00 |
| | TOTAL | | 68.54 | | | | |
| Bridgend SRGA | | | | | | | |
| REG1(1) | Brackla Industrial Estate | 59.10 | 14.00 | 2.43 | 6.39 | 5.18 | 0.00 |
| REG1(2) | Bridgend Industrial Estate | 127.61 | 6.88 | 6.88 | 0.00 | 0.00 | 0.00 |
| REG1(3) | Coity Sidings, Bridgend | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(4) | Coychurch Yard, Bridgend | 2.74 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 |
| REG1(5) | Litchard Industrial Estate | 5.95 | 0.46 | 0.46 | 0.00 | 0.00 | 0.00 |
| REG1(6) | Parc Afon Ewenni | 28.49 | 8.00 | 0.00 | 0.00 | 8.00 | 0.00 |
| REG1(7) | Penybont Industrial estate | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(8) | Waterton Industrial Estate | 124.60 | 11.29 | 11.29 | 0.00 | 0.00 | 0.00 |
| | TOTAL | | 40.93 | | | | |
| Maesteg and Llynfi Valley SRGA | | | | | | | |
| REG1(9) | Coegnant Caerau | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| REG1(10) | Ewenny Road, Maesteg | 7.69 | 3.50 | 0.00 | 0.00 | 0.00 | 3.50 |
| REG1(11) | Heol Ty Gwyn, Maesteg | 7.81 | 3.14 | 0.23 | 0.00 | 0.00 | 2.91 |
| REG1(12) | Forge Industrial Estate | 4.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(3) | Spelter Industrial Estate | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | TOTAL | | 8.64 | | | | |
| Valleys Gateway SRGA | | | | | | | |
| REG1(16) | Abergarw Industrial Estate | 9.23 | 2.99 | 2.99 | 0.00 | 0.00 | 0.00 |
| REG1(17) | Bryncethin Depot | 1.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(18) | Brynmenyn Industrial Estate | 32.72 | 7.41 | 0.00 | 0.93 | 6.48 | 0.00 |
| REG1(19) | Christie Tyler Site | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| REG1(20) | Enterprise Centre, Tondu | 1.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(21) | Land west of Maesteg Road, Tondu | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| REG1(22) | Land adjacent to Sarn Park Services | 3.80 | 3.80 | 0.00 | 0.00 | 3.80 | 0.00 |
| | TOTAL | | 18.20 | | | | |

(continued on next page)

Employment Land Schedule - October 2009 (continued)

| LDP Policy Number | Industrial Site | Total Area (Ha) | Remaining Area (Ha) | Availability | | | |
|-----------------------|--|-----------------|---------------------|--------------|-------------|--------------|--------------|
| | | | | Immediately | Short | Medium | Long |
| Porthcawl SRGA | | | | | | | |
| REG1(14) | Glan Road, Porthcawl | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(15) | Pwll y Waun, Porthcawl | 0.70 | 0.70 | 0.00 | 0.00 | 0.70 | 0.00 |
| | TOTAL | | 0.70 | | | | |
| Other Sites | | | | | | | |
| REG1(23) | Bocam Park, Pencoed | 10.19 | 1.16 | 1.16 | 0.00 | 0.00 | 0.00 |
| REG1(24) | Bridgend Science Park | 11.84 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| REG1(25) | Coronation Works, Evanstown | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(26) | Crosby Yard, Bridgend | 1.88 | 0.85 | 0.09 | 0.00 | 0.00 | 0.76 |
| REG1(27) | Dunraven House, Pyle | 1.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(28) | Ffaldau Industrial Estate | 3.27 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 |
| REG1(29) | Land at Gibbons Way, North Cornelly | 0.03 | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 |
| REG1(30) | Georgia Pacific | 20.98 | 2.10 | 2.10 | 0.00 | 0.00 | 0.00 |
| REG1(31) | Green Maedow, Llangeinor | 3.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(32) | Isfryn Industrial Estate | 3.89 | 0.90 | 0.90 | 0.00 | 0.00 | 0.00 |
| REG1(33) | Land south west of Sony Technology Park, Pencoed | 3.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(34) | Penllwyngwent Industrial Estate, Ogmores Vale | 11.85 | 4.23 | 0.45 | 0.00 | 0.00 | 3.78 |
| REG1(35) | South Cornelly Industrial Estate | 4.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(36) | Trews Field, Bridgend | 5.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| REG1(37) | Village Farm Industrial Estate, Pyle | 44.54 | 5.15 | 5.15 | 0.00 | 0.00 | 0.00 |
| REG1(38) | Wern Tarw | 20.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | TOTAL | | 15.49 | | | | |
| | COUNTY BOROUGH TOTAL | 576.94 | 152.50 | 40.90 | 7.35 | 91.30 | 12.95 |

Key

Immediate: Available for development immediately.

Short: Likely to be available for development within the next 12 months.

Medium: Likely to be available for development within 1 - 3 years.

Long: Not likely to be available until 3+ years.

APPENDIX 3

Bridgend Local
Development
Plan 2006-2021

DEPOSIT
PLAN

WRITTEN
STATEMENT

Appendix
3

Page
108

SELECTIVE GLOSSARY OF TERMS & ABBREVIATIONS



Selective Glossary of Terms

| | | | |
|--|--|---|--|
| 2004 Act/The Act | The Planning and Compulsory Purchase Act 2004. | Buffer | An area of land which separates or screens potentially incompatible uses, usually an area of landscaping or open space. |
| Adopted Plan | Final stage of LDP preparation where the LDP becomes the statutory Development Plan for the purposes of the Act. | Climate Change | Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption. |
| Affordable Housing | The Council adopts the definition of 'affordable housing' used in national planning guidance (TAN2). | Comprehensive Development | A means of development which will ensure that the whole of the site can be successfully developed, in phases if appropriate. |
| Aggregates | Local material which when mined or processed can be used for fill or construction purposes. The most common primary aggregates include crushed rock, sand and gravel. | Communal/District Heating Networks | Communal / District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements. A district heating plant can provide higher efficiencies and better pollution control than localised boilers. |
| Allocation | Land identified / zoned in the Plan for a specific land use purpose. | Community Strategy (CS) | Local Authorities are required to prepare these with the aim of improving the social, environmental and economic well being of their areas. Through the CS, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. In Bridgend County Borough responsibility for producing and reviewing the CS is undertaken by the Bridgend Local Strategic Partnership. |
| Anaerobic Digestion | A process in which micro-organisms break down biodegradable material in the absence of oxygen, used for industrial or domestic purposes to manage waste and/or release energy. | Conservation Area | An area designated by the Local Planning Authority as being of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. |
| Annual Monitoring Report (AMR) | Following formal adoption of the LDP this is a report submitted to the Welsh Government which assesses the effectiveness of the LDP against a set of indicators and targets. | Council | Bridgend County Borough Council |
| Archaeological Assessment | Investigation of land, objects or other material for the purpose of obtaining and recording information of archaeological or historic interest to determine whether the findings are of significant value. | Deposit | A formal stage in which individuals and organisations can make representations on the LDP. Representations that relate to whether the plan is 'Sound' can then be examined by an Inspector. |
| Biodiversity | The richness and variety of living things (plants, birds, animals, fish and insects etc.) which exist in a given area, and the habitats which support them. | Deposit Local Development Plan (LDP) | The version of the LDP which is submitted to the Welsh Government for public examination. |
| Biomass | Refers to living and recently dead biological material that can be used as fuel or for industrial production. Most commonly, biomass refers to plant matter grown for use as biofuel, but it also includes plant or animal matter used for production of fibres, chemicals or heat. It excludes organic material which has been transformed by geological processes into substances such as coal or petroleum. | Development | In planning law this is defined as 'carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of a material change of use of any building or other land.' |
| Brownfield Site (brownfield and/or previously developed land) | Brownfield land or previously developed land is defined in Planning Policy Wales (2011) as that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The curtilage of the development is included, as are defence buildings, and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures. Exclusions and detailed notes are fully described in Fig. 4.1 of PPW | Development Brief | A form of 'Supplementary Planning Guidance' and is a document which contains the local planning authority's requirements for the development of a specific area of land. For the determination of planning applications/appeals it will be afforded greater weight as a material planning consideration according to whether it has satisfied the four tests of SPG set by the Welsh Government or is continuing to proceed towards adoption by the LPA. |
| Bridgend Unitary Development Plan (UDP) | Adopted 12th May 2005. Statutory Development Plan for Bridgend County Borough which will be superseded upon adoption of the LDP. | Ecology | The study of how plants and animals relate to one another and their surroundings. |

DEPOSIT PLAN

WRITTEN STATEMENT

Glossary

Page
109

SELECTIVE GLOSSARY OF TERMS & ABBREVIATIONS

Selective Glossary of Terms

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| Ecosystems | All the plants and animals of a particular area and how they interact with their environment and each other. | Green Wedges | PPW (2011) advises LPA's to protect the integrity of individual settlements in their LDP's by reinforcing 'normal planning policies' for the protection of the countryside, using designated 'Green Wedges' between settlements. |
| Environmental Impact Assessment (EIA) | An assessment requirement where a particular project is likely to have significant environmental effects under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, as amended. Two lists exist (Schedules 1 and 2) which divide projects into two groups, those where an assessment is mandatory and those where it is discretionary, depending on the scale and impact of the project. | Greenfield Sites | Land which has never been built on, usually grassland, farmland or heath. |
| European Directive | A ruling issued by the European Union which Member States must follow. | Greenfield 'Run Off' | A discharge of water caused by rainfall falling on undeveloped land. |
| Farm Diversification | The operation of other commercial activities, besides farming, on a working farm within existing farm complexes. | Greenhouse Gases | A gas that contributes to global warming by absorbing infra red radiation leading to an increase in the Earth's temperature. |
| Fauna | The animals of a region area, or site. | Groundwater | High quality water held in aquifers which requires little treatment prior to use and provides a proportion of the base flow for many watercourses and water used by the public. |
| Feasibility Study | A study outlining the options for the future development of a site and considers whether the proposals are viable. | Heritage Coast | These are stretches of mainly undeveloped coast identified in England and Wales, whose landscape should be protected in the national interest. |
| Finite Resource | A resource which has a limited lifespan, before becoming exhausted. | Highway Authority | The body responsible for the development and maintenance of various public rights of way over land, in most cases the road for vehicles and the adjoining footway and associated works such as lighting and parking. The County Borough Council is the 'local highway authority' regarding most of the transport-ation network in the County Borough. Motorways are the responsibility of the Welsh Government Highways Division unless they have delegated selected functions to the local highway authority. |
| Flora | The plant life of a region, area, or site. | Historic Parks, Gardens and Landscapes | Cadw in association with ICOMOS, CCW and others, have published a Register which details those landscapes, parks and gardens of special historic interest in Wales. The effect of a proposed development on such an area may be a material consideration in the determination of a planning application. |
| Floodplains | Areas of low-lying land alongside watercourses or in coastal areas that are liable to flooding. | Independent Examination | A process by which the soundness of the LDP is tested in public. |
| Flood Risk Assessment | An assessment of the potential for flooding of an area or site. | Indicator | A measure of variables over time, often used to measure achievement of objectives. |
| Frontage Development | Development that faces a road or public space. | Inert Waste | Material that will not decompose / deteriorate in the foreseeable future and will not have any pollution implications associated with it. |
| Gateway Sites | Sites located on an approach to a settlement usually in prominent locations to transport routes. | Infrastructure | Roads, sewers, drainage and the availability of energy supplies at the most basic level, through to social infrastructure such as schools and community centres. |
| General Permitted Development Order | Planning regulations that describe categories of small-scale or minor development which can be carried out without first needing planning permission, as long as they are within specific limits. This is known as 'permitted development'. | Inundation | Overflowing or flooding usually occurring in coastal areas. |
| Geology | The scientific study of the physical structure and substance of the earth. | | |
| Geophysical Survey | Survey of the Earth's surface and underground conditions using electro-magnetic instruments. | | |

SELECTIVE GLOSSARY OF TERMS & ABBREVIATIONS



Selective Glossary of Terms

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| Landfill | Sites where household, commercial and industrial waste are stored in the ground. | Net Retailing Floorspace | Retail sales area available for use by customers excluding stairwells, toilets, storage areas etc. |
| LANDMAP | A common methodology for the Landscape and Decision Making Process (LANDMAP) in Wales which seeks to integrate the assessment of the various components of landscape. These include geology and landforms (including hydrology), vegetation and habitats, visual, sensory and spiritual perception, historical, rural land use (such as agriculture and forestry), settlement and development, artistic and folklore. | Objective | A statement of what is intended, specifying the desired direction of change in trends. |
| Listed Building | A building with special legal protection which is in the List of Buildings of Special Architectural and Historic Interest compiled by Cadw. | Ogwr Borough Local Plan | Formerly a part of the statutory Development Plan, this was superseded by the Bridgend Unitary Development Plan when the latter was adopted. Previously, it set out the detailed local policies and specific proposals for the development and use of land in the County Borough, and was itself adopted in 1995. |
| Local Biodiversity Action Plan (LBAP) | This aims to ensure that species and their habitats of national, regional and local importance are protected from inappropriate development. It has been produced by the Bridgend Biodiversity Partnership in consultation with conservation bodies, landowners and the local community. | Phasing | Controls the release of land for development in stages. |
| Local Planning Authority (LPA) | Bridgend County Borough Council is the Local Planning Authority and is responsible for preparing development plans and controlling development. | Planning Application | An application to the Local Planning Authority for permission to carry out development of a specified nature on a particular site/building. This usually requires the payment of a specified fee. |
| Material Change of Use | A term used to describe changes to the use of land or buildings which make them so different that they adopt a character different to that which previously existed. The Courts have held that a material change of use can also be established not merely by reference to the change in use of the 'planning unit' but also by reference to its material consequences (the merits question), and in particular whether off-site harm can be identified. | Planning Condition | Planning permission can be granted subject to planning conditions to ensure that development is, or is not carried out in a certain way. |
| Material Consideration | The Courts have held that the "test of a material consideration" is an objective one, however it must be rational, and rationally related or relevant to land use issues and the proposed development. In taking its decisions, the local planning authority, must take into account all material considerations as to do otherwise will render any decision challengeable and subject to being quashed by the Courts. Development Plans, National Planning Guidance (PPW and TANs etc), Supplementary Planning Guidance (SPG), other related planning decisions for example, have all been considered by the Courts to be 'material planning considerations'. Each planning decision may be governed by different circumstances, but the test of materiality is always one of 'reasonableness'. | Planning Obligation | This can be a legal undertaking by a developer only, or a legally-binding agreement with the Local Planning Authority. Planning obligations are finalised before planning permission is granted. They are used to ensure a development is carried out in a certain way. |
| Mitigation | The alleviation or improvement of a situation. | Planning Permission | Permission granted for the carrying out of specified development on a particular site. Permission can be given either conditionally or unconditionally. |
| National Nature Reserve (NNR) | An area of national or international importance for nature conservation and managed in accordance with a nature reserve agreement with landowners and occupiers. | Planning Policy - Wales (PPW) (2011) | This is the primary planning policy document produced by the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs) (refers later), and together with other guidance in form of Circulars etc. provides a comprehensive context for sustainable land use planning policy in Wales. In sum or in part they may be material considerations in planning decisions and appeals, and local planning authorities must have appropriate regard to national policy when formulating their Plans and Policies. |
| | | Plan Period | The period of time a plan covers. The Bridgend Local Development Plan (LDP) covers the period up to 2021. |
| | | Policies | Can generally operate in three ways: Guiding the direction and nature of future growth. Promoting particular parcels of land in order to stimulate or bring forward development by making clear allocations. Ensuring that proposals brought forward by developers conform to national policies, regional guidance and the adopted strategy of the Plan. |
| | | Pre-Deposit | Stages of plan preparation and consultation before the Deposit LDP is finalised and approved by Council. |

SELECTIVE GLOSSARY OF TERMS & ABBREVIATIONS

Selective Glossary of Terms

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| Primary Shopping Frontage | These incorporate the streets, and groups of buildings and their primary frontages where the number and concentration of non-retail uses will be restrained. | Site of Special Scientific Interest (SSSI) | A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure). |
| Proposals Map | The Proposals Map of the LDP comprises a series of Plans and Inset Plans on an Ordnance Survey base which illustrates each of the detailed policies and proposals in the 'Written Statement', defining sites for particular developments or land uses and the areas to which specified development control policies will be applied. In the event of any contradiction between the Written Statement and the Proposals Map, the provisions of the 'Written Statement' prevail. | Soundness | The concept against which an LDP is examined by the Inspector at Independent Examination, irrespective of whether or not representations have been received, under the general headings of procedure, consistency & coherence and effectiveness, as prescribed under section 65(5)b of the 2004 Act. A Framework for assessing the soundness of LDPs has been developed by the Planning Inspectorate. |
| Public Rights of Way | A network providing access to the County Borough including public footpaths, bridleways, byways open to all traffic and restricted byways. Some may be combined with cycleways. | Special Area of Conservation (SAC) | Designated under the European Directive on the Conservation of Natural Habitats and Wild Flora and Fauna for the conservation of sites of international conservation importance. |
| Regionally Important Geological & Geomorphological Sites | Also known as RIGS, these are sites within the County Borough that are considered to contain a high standard of geological and geomorphological features. | Special Landscape Areas | A local designation made by the LPA in the LDP for selected areas of countryside in the County Borough which have 'Special Landscape Area' status, and which have additional protection to 'normal planning policies' for the protection of the countryside. |
| Renewable Energy | Also known as 'Sustainable Energy' is the term used to cover those sources of energy, other than fossil fuel or nuclear fuel, which are continuously and sustainably available in our environment. This includes wind, water, solar, geothermal energy, and plant material often referred to as 'biomass'. | Strategic Environmental Assessment (SEA) | Generic terms used internationally to describe environmental assessment as applied to policies, plans and programmes. The European SEA Directive (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use". |
| Retail Impact Assessment | An assessment required where a proposed retail development is considered to have an impact on a town centre or local centre. It must consider the qualitative and quantitative need for the proposal, the sequential test, the economic impact on centres, accessibility by different modes of transport and environmental impacts. | Sui Generis | Many uses do not fall within any Use Class as defined in the Use Classes Order or its subsequent amendments and are therefore described as <i>sui generis</i> – in a class on their own. For example, theatres, amusement centres, car showrooms, petrol filling stations, and car hire offices are among uses which are specifically excluded from any of the defined Use Classes. |
| Scheduled Ancient Monument | Archaeological remains of national importance which have been given special status by the Welsh Government because they meet certain criteria. | Supplementary Planning Guidance (SPG) | Provides supplementary information in respect of the policies of the LDP. They do not form part of the development plan and are not subject to independent examination but must be consistent with it and with national planning policy. |
| Sequential Test | Also known as the 'search sequence' in relation specifically to housing, this test is also applied when assessing sites for retail, commercial and leisure uses. In the case of housing: sites should be allocated firstly utilising the re-use of previously developed land and buildings within settlements, then settlement extensions, and then new development around settlements with good transport links, in accordance with the Plan's Settlement Strategy. | Surface Water 'Run-Off' | A discharge of water caused by rainfall falling on a hard surface, for example roofs and roads. |
| Settlement Boundaries | These define the edge of the urban area beyond which lies countryside for designated settlements in the LDP. | Sustainability Appraisal (SA) | Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors). Each LPA is required by Section 62(6) of the Act to undertake SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. |
| Shoreline Management Plan | Outlines the strategies for coastal defence and management in the County Borough. | | |

SELECTIVE GLOSSARY OF TERMS & ABBREVIATIONS



Selective Glossary of Terms

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| Sustainable Development | Development that meets the needs of the present without comprising the ability of future generations to meet their own needs. | Water Courses | A moving body of water such as a river or stream. |
| Technical Advice Notes (TANs) | Documents produced by the Welsh Government giving detailed technical guidance to Local Planning Authorities on particular planning issues. TAN's should be read in conjunction with Planning Policy (Wales) and taken into account by local planning authorities in the preparation of development plans. They may also be material planning considerations in the determination of individual planning applications. | Windfall Sites | A site for new housing development which is currently unallocated but has the potential to come forward for development for 10 or more dwellings during the plan period. |
| Topography | The arrangement of the physical features of the landscape. | | |
| Traffic Impact Assessment (TIA) | An assessment required where a proposed development is considered to have a traffic impact on an area. The TIA should take account of the existing amount of traffic and whether the existing network can accommodate additional traffic generated by the development. Access by different modes of transport and environmental impacts will be considered. | | |
| Transport Corridors | These are the main routes identified in the County Borough for the movement of people or goods. | | |
| Tree Preservation Order | An order giving protection to a single tree or to a group or area of trees or woodland. | | |
| Use Classes Order | The Town and Country Planning (Use Classes) Order 1987 and any subsequent amendments to the Order places the main uses of land and buildings into different categories. Planning permission is generally required for changes of use between classes but not within a class. | | |
| Utility Companies or Providers | Organisations providing services such as water, sewerage, gas and electricity. | | |
| Wales Spatial Plan | A plan prepared and approved by the Welsh Government under Section 60 of the Act which sets out the strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under Section 62(5) (b) of the Act a LPA must have regard to the WSP in preparing a LDP. | | |
| Waste Hierarchy | Framework for securing a sustainable approach to waste management. Waste should be minimised wherever possible. If waste cannot be avoided, then it should be re-used; after this value recovered by recycling or composting, or waste to energy and finally landfill disposal. | | |
| Waste Transfer Station | Sites where household waste, commercial and industrial wastes are sorted for landfilling, re-use, recycling and processing elsewhere. | | |

DEPOSIT
PLAN

WRITTEN
STATEMENT

Glossary

Page
113

SELECTIVE GLOSSARY OF TERMS & ABBREVIATIONS

Abbreviations

| | | | |
|--------|---|--------|---|
| AA | Appropriate Assessment | SSAs | Strategic Search Areas |
| AMR | Annual Monitoring Report | SSSIs | Sites of Special Scientific Interest |
| BGS | British Geological Survey | sq m | Square Metres |
| BREEAM | Building Research Establishment's Environmental Assessment Method | SWRAWP | South Wales Regional Aggregates Working Party |
| CBM | Coal Bed Methane | TAN | Technical Advice Note |
| CCW | Countryside Council for Wales | UDP | Unitary Development Plan |
| CBC | County Borough Council | UK | United Kingdom |
| CE | Cambridge Econometrics | VARP | Valley Area Regeneration Plan |
| CIL | Community Infrastructure Levy | V2C | Valleys to Coast Housing |
| CIS | Community Involvement Scheme | WCAIP | Wales Coastal Access Improvement Programme |
| DA | Delivery Agreement | WEFO | Welsh European Funding Office |
| EAW | Environment Agency Wales | WG | Welsh Government |
| EU | European Union | WSP | Wales Spatial Plan |
| FCA | Flood Consequences Assessment | WVSRA | Western Valleys Strategic Regeneration Area |
| FIT | Fields in Trust | | |
| GGAT | Glamorgan Gwent Archaeological Trust | | |
| Ha | Hectares | | |
| HRA | Habitats Regulations Assessment | | |
| JHLAS | Joint Housing Land Availability Study | | |
| km | Kilometre | | |
| LBAP | Local Biodiversity Action Plan | | |
| LDP | Local Development Plan | | |
| LHMA | Local Housing Market Assessment | | |
| LNR | Local Nature Reserve | | |
| LS | Local Spatial and policy context | | |
| MBT | Mechanical Biological Treatment | | |
| MRF | Materials Recycling Facility | | |
| MTAN | Minerals Technical Advice Note | | |
| NERC | Natural Environment and Rural Communities Act 2006 | | |
| NNRs | National Nature Reserves | | |
| NR | National Regional policy context | | |
| PPW | Planning Policy Wales | | |
| REA | Renewable Energy Assessment | | |
| RIGS | Regionally Important Geological & Geomorphological Site | | |
| RTP | Regional Transport Plan | | |
| RTS | Regional Technical Statement | | |
| RWP | Regional Waste Plan | | |
| SA | Sustainability Appraisal | | |
| SACs | Special Areas of Conservation | | |
| SEA | Strategic Environmental Assessment | | |
| SEWSPG | South East Wales Strategic Planning Group | | |
| SEWTA | South East Wales Transport Alliance | | |
| SFCA | Strategic Flood Consequences Assessment | | |
| SINC's | Sites of Importance for Nature Conservation | | |
| SLAs | Special Landscape Areas | | |
| S106 | Section 106 agreements | | |
| SPG | Supplementary Planning Guidance | | |
| SUDS | Sustainable Urban Drainage Systems | | |
| SRGA | Strategic Regeneration Growth Area | | |