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Bridgend County Borough Local Development Plan 2018-2033

Preferred Strategy Consultation Document

Cyngor Bwrdeistref Sirol



Chapter	Page Number
1. Introduction	1
1.1 Local Development Plans	1
1.2 The Purpose of the LDP Preferred Strategy	3
1.3 The Delivery Agreement	6
1.4 Next Steps	7
1.5 Supporting Documents	7
1.6 How to Have Your Say	11
2. The Spatial Context	12
2.1 Area Profile and Overview	12
2.2 Settlement Pattern	12
2.3 Population	15
2.4 Economy	16
2.5 Legislative Context	17
2.6 Policy Context	19
3. Key Issues and Drivers	25
3.1 Key Issues and Drivers	25
4. Replacement LDP Strategic Framework	32
4.1 Replacement LDP Vision (2018-2033)	32
4.2 Strategic Objectives and LDP Objectives	33
4.3 Replacement LDP Preferred Growth and Spatial Strategy Options	37
4.4 Replacement LDP Preferred Growth and Spatial Strategy	42
4.45 Strategic Policy 1: Regeneration and Sustainable Growth Strategy	44
5. Implementation and Delivery	61
5.1 Introduction	61
5.2 Design and Sustainable Place Making	62
SP2: Design and Sustainable Place Making	64

SP3: Mitigating the Impact of Climate Change	67
SP4: Sustainable Transport and Accessibility	69
SP5: Active Travel	72
5.3 To Create Active, Healthy, Cohesive and Social Communities	76
SP6 Sustainable Housing Strategy	78
SP7 Gypsy and Traveller Accommodation	84
SP8 Health and Well-being	86
SP9 Social and Community Infrastructure	88
SP10 Infrastructure	90
5.4 To Create Productive and Enterprising Places	93
SP11 Employment Land Strategy	95
SP12 Retail Centres and Development	108
SP13 Decarbonisation and Renewable Energy	119
SP14 Sustainable Development of Mineral Resources	125
SP15 Sustainable Waste Management	127
SP16 Tourism	131
5.5 To Protect and Enhance our Distinctive and Natural Places	133
SP17 Conservation and Enhancement of the Natural Environment	134
SP18 Conservation of the Built and Historic Environment	137

6. How to Have Your Say 140

Appendices

Appendix 1: List of Retained, Amended and New Development Management Policies

Appendix 2: Regeneration and Strategic Site Options – Assessment

Appendix 3: Supplementary Guidance to be Produced

List of Tables, Figures and Maps

Table 1:	Supporting Documents	8
Table 2:	The Key National and Regional Issues	26
Table 3:	Environmental Issues	28
Table 4:	Social Issues	29
Table 5:	Economic Issues	30
Table 6:	Housing Balance Sheet	80
Table 7:	Employment Allocations	97
Table 8:	Vacant Employment Land	103
Table 9:	Retail Development Outside of Retailing and Commercial Centres	114
Diagram 1:	Replacement LDP Process	1
Diagram 2:	Preferred Strategy Preparation Process	4
Diagram 3:	Framework of Key Inputs	5
Map 1:	Bridgend Primary Shopping Area	111
Map 2:	Maesteg Primary Shopping Area	112
Map 3:	Porthcawl Primary Shopping Area	113
Map 4:	Bridgend County Borough Dominant Heating System Transitions to 2050	121

1. Introduction

1.1 Local Development Plans (LDP)

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 2033, and its policies to implement them. The existing LDP was adopted in 2013 and covers the period 2006-2021. Whilst a Replacement LDP is therefore required for the 2018-2033 period, it needs to and will very much build upon the first adopted Plan for the County Borough. The Replacement LDP, which should be read as a whole, will be used by the Council to guide and manage development, providing a basis for consistent and appropriate decision-making. A broad overview of the Replacement LDP process is depicted in the flow diagram below, with the current Preferred Strategy Stage highlighted in orange.

Diagram 1: Replacement LDP Process



1.1.2 The LDP will be required to:

- deliver sustainable development;
- build upon, and add value to the National Development Framework and national planning policies and guidance produced by the Welsh Government;
- reflect local aspirations for the County Borough, based on a vision agreed by the Council and other stakeholders;
- express in land-use terms the objectives of the Well-Being of Future Generations (Wales) Act 2015 and priorities of the Bridgend Public Services Board's Well-being Plan. This will be enabled by demonstrating the Five Ways of Working (involvement, collaboration, integration, prevention and long term balancing factors) in the Plan's development;
- 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 A key requirement for the LDP Preferred Strategy is therefore to identify the type and scale of spatial change required to achieve the proposed new LDP Vision and Objectives.

1.1.4 The LDP must be subject to a Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) as required by the Planning and Compulsory Purchase Act 2004 and SEA Regulations. This requires the environmental, social and economic implications of the emerging LDP to be considered in an integrated manner and for likely significant effects on the environment to be identified. Undertaking the SA process concurrently with and as an iterative part of plan preparation will ensure all policies and proposals within the LDP function effectively and reflect sustainable development principles. In accordance with statutory requirements, a Sustainability Appraisal Scoping Report and SEA Screening Determination has already been published on the Council's website, setting out the Council's approach to carrying out the SA and SEA. The LDP Preferred Strategy is accompanied by an Initial SA Report which provides an assessment of the likely sustainability and significant environmental effects of all substantive proposals, and any reasonable alternatives, identified at this stage. The Initial SA Report, which is being consulted on in tandem with the LDP Preferred Strategy, also provides a proportionate assessment of all candidate sites (including potential rollover sites from the adopted LDP) to provide evidence regarding their level of conformity with the LDP Preferred Strategy and to support the identification of site allocations at LDP Deposit stage. The Initial SA Report will be updated in due course to reflect changes between the LDP Preferred Strategy and the LDP Deposit Document.

1.1.5 In preparing a new LDP, the Council must also undertake a Habitats Regulations Assessment (HRA) in accordance with Conservation of Habitats and Species Regulations 2017. The HRA process must identify any likely significant effects of the LDP on European Sites of nature conservation importance, and, in doing so, determine whether the plan would be likely to result in adverse effects on the integrity of any

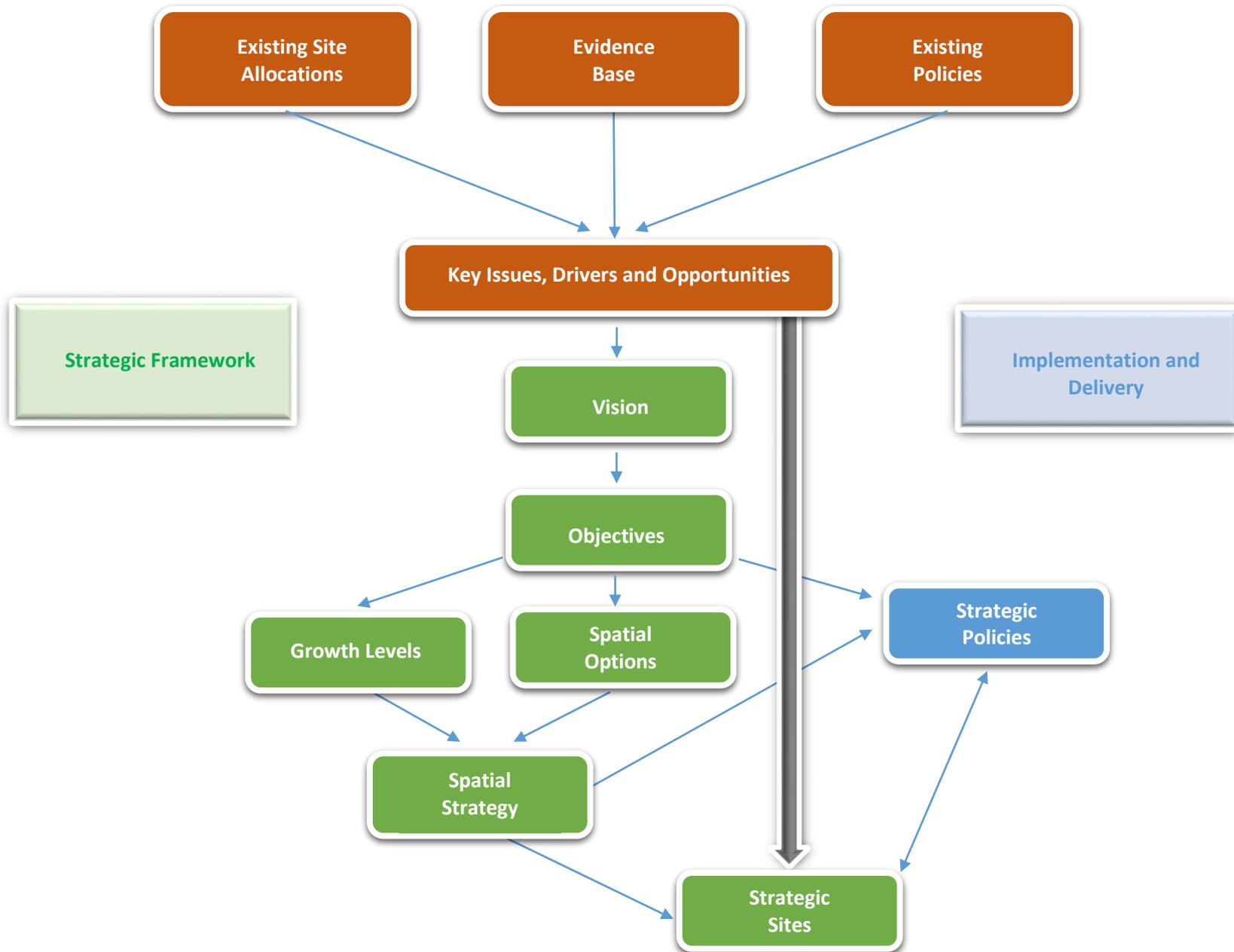
European Site(s). This includes undertaking an Appropriate Assessment where, in the absence of any proposed mitigation, likely significant effects are identified from LDP components.

- 1.1.6 An Initial HRA Screening Report was produced alongside the SA Scoping Report (see above) to identify European Sites of relevance to the Bridgend LDP Review. A further HRA Screening Report accompanies the LDP Preferred Strategy in order to identify any likely significant effects on European Sites from all substantive proposals, and any reasonable alternatives, identified at this stage. If required, an Appropriate Assessment will be carried out at LDP Deposit Stage and at that point any necessary mitigation will be considered to ensure the LDP does not result in adverse effects on any European Sites.

1.2 The Purpose of the LDP Preferred Strategy

- 1.2.1 Regulation 15 of the Local Development Plan Regulations requires that, before finally determining the content of its Local Development Plan (LDP) for deposit, the Council must publish its pre-deposit proposals (Preferred Strategy) for public inspection and consultation.
- 1.2.2 The Preferred Strategy is the first part of the Bridgend Replacement LDP process and represents the completion of a period of pre-deposit plan preparation and engagement, the outcome of which has had a clear influence over the selection of the Preferred Strategy.
- 1.2.3 The Preferred Strategy provides the strategic context for the preparation of more detailed policies, proposals and land use allocations that will subsequently be included in the Deposit LDP, which will be prepared in due course. Notwithstanding the need to identify new housing sites to address an identified shortfall, many other policies within the current adopted LDP are performing effectively and will only require minor amendments to reflect contextual changes and updates to national policy. As such, the Replacement LDP will effectively be an evolution of the current adopted LDP and there will not be a substantial departure from the existing key policies and strategy.
- 1.2.4 The Preferred Strategy sets out the Council's Vision, Strategic Objectives and Spatial Strategy to guide the level of future development and growth in Bridgend, defined through a set of strategic policies that deal with the main priorities for the Plan.
- 1.2.5 Its aim is to guide not only the aspirations of the Council, but also other key service providers and stakeholders, as well as developers, whose collective response will be essential to the successful implementation of the Plan. The diagram overleaf provides a summary of the Preferred Strategy preparation process.

Diagram 2: Preferred Strategy Preparation Process



1.2.6 The preparation of the Preferred Strategy has been guided by a framework of key inputs that comprises:

- National legislation and policy;
- Local and regional policies and strategies;
- An evidence base relating to key issues for the Plan to address.

Diagram 3: Framework of Key Inputs



1.2.7 In defining the strategic context and direction for the Plan, the Preferred Strategy document sets out:

- A summary of the LDP process to date;
- An examination of the County Borough-wide and sub-area spatial context within which the Plan has been prepared and which has informed the Preferred Strategy;
- An examination of the national, regional and local policy context within which the Plan has been prepared and which has informed the Preferred Strategy;
- A summary of the key national, regional and local needs and issues which the Replacement LDP will seek to address;
- The Council's vision for the future development of the County Borough, and the strategic and specific objectives that will deliver sustainable development and address the key issues in the LDP;

- The Growth and Spatial Strategy Options that the Council has considered in determining its Preferred Strategy;
- Key strategic development sites options;
- The Preferred Strategy and the Strategic Policies for implementing the strategy.

1.2.8 At this stage of Plan preparation, with the exception of strategic sites options, the Preferred Strategy will not include reference to the identification of any site specific allocations. This will be done as part of preparing the Deposit LDP, once the Preferred Strategy has been agreed, where only those candidate sites that have the potential to go into the Deposit Plan, and that accord with the Preferred Strategy, will be selected.

1.2.9 What is NOT included in this Preferred Strategy?

- Site specific allocations or settlement boundaries. These will be identified in the Deposit LDP;
- Detailed Development Management policies (refer to Appendix 1) – additional and more detailed policies to support the Strategic Policies will be developed and included in the Deposit LDP;
- A detailed evaluation of individual Candidate Sites – the Preferred Strategy document is accompanied by a separate background paper identifying only the general performance of Candidate Sites against the Preferred Strategy i.e. whether or not each Candidate Site broadly accords with the Preferred Strategy; and
- A detailed assessment of Candidate Sites will not be published until the Deposit Draft Plan consultation stage.

1.3 The Delivery Agreement

1.3.1 The Delivery Agreement (approved by Welsh Government on 25th June 2018) provides details of the various stages involved in the Plan-making process and the time each part of the process is likely to take, as well as the resources that the Council will commit to Plan preparation. It also sets out the way in which the Council proposes to involve the local community and other stakeholders in the preparation of the Replacement LDP. The Delivery Agreement is divided into two key sections:

1. The Timetable for producing the revised LDP. This provides a clear indication of when each of the different stages of plan preparation will take place. Definitive dates are provided up to the deposit stage and indicative dates for later stages. This is an example of a project management approach to ensure that the plan is adequately resourced and delivered on time. The timetable is included in 'Section 2' of the Delivery Agreement; and
2. The Community Involvement Scheme – this outlines the Authority's principles of community engagement; its approach in relation to who, how and when it intends to engage with the community and stakeholders, how it will respond to representations and how these representations will inform later stages of plan preparation. This is included in 'Section 3' of the Delivery Agreement.

The Delivery Agreement can be viewed via this link:

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/replacement-delivery-agreement/>

1.4 Next Steps

- 1.4.1 After consultation on the Pre-deposit proposals, the Council must finalise its Replacement LDP and place it on deposit. The full extent of consultation which took place during the Plan preparation will be detailed in the 'Consultation Report on the Preferred Strategy'. This report must accompany the Replacement LDP SA/SEA Report and the other supporting documents on deposit, in accordance with Regulation 17 of the Local Development Plan Regulations.
- 1.4.2 Pursuant to Regulation 22 the Plan will then be submitted to the Welsh Government who will appoint an independent Inspector to examine the plan. Having regard to the evidence submitted with the Plan and the representations received during the deposit consultation, the Inspector must determine whether the LDP meets the 'soundness test' set out in Development Plans Manual prepared by Welsh Government.
- 1.4.3 Following the examination, the Inspector will issue a report recommending required changes to the LDP. If the Inspector considers the Plan is fundamentally unsound it will not be recommended for adoption. The conclusions reached by the Inspector will be binding and unless the Welsh Government intervenes, the Council must accept the changes and adopt the LDP as amended. Once adopted, the Replacement LDP will replace the existing LDP adopted in 2013, and will become the framework against which decisions on planning applications are made.

1.5 Supporting Documents

- 1.5.1 There are a number of supporting technical documents that have been produced to inform the Preferred Strategy. These are listed in Table 1 below along with their role and purpose, and should be read alongside the Preferred Strategy.

Table 1: Supporting Documents

Supporting Document	Purpose
Existing LDP Review Report	To set out the proposed extent of likely changes to the existing LDP (2006-2021) and to confirm the revision procedure to be followed in preparing the Replacement LDP.
Replacement LDP Delivery Agreement	To provide a project plan for preparing the LDP and to set out the measures within the Community Involvement Scheme in terms of consultation and engagement.
SA/SEA Scoping Report	To outline the proposed approach to the LDP's Sustainability Appraisal, incorporating the Strategic Environmental Assessment. This report is the first stage of a SA process to identify, assess and address any likely significant effects on the environment from the emerging Bridgend LDP Review.
Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) - Initial SA Report	To identify, from an assessment of reasonable alternatives, whether the LDP will have any significant impacts on the environment and also determine whether the Plan will deliver sustainable development. The Initial Report includes a proportionate assessment of candidate sites. The SA and Habitats Regulations Assessment Reports are being consulted on in tandem with the LDP Preferred Strategy.
The Full Sustainability Appraisal of the Preferred Strategy	The full Sustainability Appraisal of the Preferred Strategy is provided in a separate document accompanying the Preferred Strategy consultation document.
Candidate Site Register	A record of sites submitted by land-owners, developers and the public, which will be used as a reference point to assess each site against the Strategy for possible inclusion within the pre-deposit proposals and/or deposit LDP.
Review of Candidate Sites against the Preferred Strategy	A proportionate assessment of sites with regards to their compatibility with the Preferred Strategy. This document is informed by, but functionally separate from, the SA of Candidate Sites.
Draft Economic Evidence Base Study (2019)	To provide evidence-based recommendations on the scale and distribution of employment need and the land best suited to meet that need,

	whilst also making policy / land allocation recommendations to inform emerging policies and site allocations.
Draft Retail Study (2019)	To set out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform emerging policies and site allocations.
Draft Renewable Energy Assessment (2019) – currently being prepared	To provide a robust renewable energy evidence base which will inform LDP production and set out a baseline for future monitoring of renewable energy in the County Borough.
Bridgend Smart Energy Plan (2019)	To provide a roadmap of projects and activities that will enable Bridgend County Borough to respond to the challenge of decarbonising heat within the wider energy system.
Settlement Assessment Study (2019)	To establish a sustainable settlement hierarchy that can inform the Replacement LDP. This will identify the most appropriate locations to accommodate future development in order to achieve a sustainable pattern of growth, minimise unsustainable patterns of movement and support local services and facilities.
Demographic Analysis and Forecasts Report (2019)	To provide a summary of demographic evidence, including a suite of population, housing and economic growth outcomes to inform the Strategic Growth Options paper for consideration in the formulation of the LDP.
Outdoor Sport and Children’s Play Space Audits (2017)	To provide an audit of existing outdoor sport and playing space provision in the County Borough, compared to Fields in Trust Standards, to identify shortfalls in provision and inform related strategies and LDP policies.
Local Housing Market Assessment (2019)	To provide detailed insights into the mechanics of the local residential property markets across the County Borough. The Assessment includes a quantitative assessment of housing need that will be used to inform the housing policies of the LDP in terms of affordable housing provision, tenures and types of accommodation required across the County Borough.
Special Landscape Designations (2010)	To carry out a review of the Special Landscape Areas designation within the County Borough. The methodology uses a structured, iterative approach to identify areas considered worthy of being retained as a Special Landscape Area designations in the LDP.

Landscape Character Assessment for Bridgend County Borough (2013)	This document provides a sound evidence base for developers to consider the character and sensitivity of the different landscapes of the County Borough when considering new developments. It also promotes an understanding of how the landscapes of the County Borough are changing (as a result of a combination of natural, economic and human factors), and how they can be strengthened in response.
Background Technical, Topic Reports and Papers	These provide supporting information and a rationale for the Preferred Strategy. These focus in more detail on the main issues relevant to Bridgend County Borough and the LDP.
Health and Equalities Impact Assessments	To assess the likely impacts of the Preferred Strategy on health and equality considerations.
Gypsy and Traveller Accommodation Assessment (2016)	To assess the future accommodation needs of the Gypsy Traveller and Travelling Show People Communities and determine whether there is a requirement for additional site provision within Bridgend County Borough. This will inform any related site allocations and criteria based policies in the LDP.
Bridgend's Active Travel Integrated Network Map	This document details plans for a network of Active Travel routes and facilities over the next 15 years. These are found in the Integrated Network Maps (INMs). The proposals aim to: enhance access to key services and facilities including town centres, transport hubs, as well as employment and retail areas; develop access to education facilities such as schools and colleges; and improve and expand the existing strategic network in Bridgend County Borough.
Bridgend Destination Management Plan 2018-2022	A statement of intent to manage the County Borough in the interests of tourism, taking account of the needs of visitors, local residents, businesses and the environment. It is a systematic and holistic approach to making Bridgend County Borough work as a visitor destination. It embraces the idea of sustainability, focusing on tourism which brings economic benefit, whilst setting out the ways in which different stakeholders may work together to achieve a positive impact.
Bridgend Strategic Flood Consequences Assessment (2010)	The SFCA creates a strategic framework for the consideration of flood risk when making planning decisions. It has been developed in

accordance with Technical Advice Note 15 – Development & Flood Risk (TAN15), as well as additional guidance provided by the Environment Agency. This document will be updated as part of the Replacement LDP process.

1.6 How to Have Your Say

1.6.1 Bridgend County Borough Council would welcome your views on this LDP Preferred Strategy and a statutory consultation period will be held from **30th September 2019 to 8th November 2019**. The documents are available to view on the Council's website. Copies are also available for inspection during normal opening hours at Council Offices and libraries. A series of consultation events will also be held at the following venues:

- **Portacabin at Jennings Building, Porthcawl**
7th October 12pm-6pm, 8th October 10am-1pm
- **Pyle Library**
14th October 2pm-6pm, 15th October 10am –1pm
- **Pencoed Library**
21st October 2pm-6pm, 22nd October 10am –1pm
- **Maesteg Town Council Meeting Room**
28th October 2pm-6pm, 29th October 10am –1pm
- **Bridgend Civic Offices**
4th to 8th November 2019, office hours 8.30am – 5pm

1.6.2 The closing date for the submission of comments on the Bridgend LDP Preferred Strategy is 5pm on 8th November 2019. Please submit any comments on this document to us in writing by email or post (using the standard Comment Form available online) as follows:



Visit:

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/replacement-local-development-plan-current-consultations/replacement-local-development-plan-strategy-consultation/>



Email a Copy of the Consultation Form to:

LDP@bridgend.gov.uk



Post a Copy of the Comment Form to:

Development Planning, Civic Offices, Angel Street, Bridgend, CF31 4WB



Telephone the Development Planning Team on 01656 643168 for further information

1.6.3 Please note that this consultation relates to issues and topics discussed in the Preferred Strategy and is not an opportunity to make detailed comments on individual Candidate Sites. All comments should relate to the questions included at the end of each Section of the Preferred Strategy, which are designed to assist with your representation.

2. The Spatial Context

2.1 Area Profile and Overview

- 2.1.1 The County Borough of Bridgend lies at the geographical heart of South Wales, equidistant between Cardiff and Swansea and covering an area of approximately 25,500 hectares. It is directly bordered by Neath Port Talbot County Borough to the west and north, Rhondda Cynon Taf County Borough to the north and north east, and the Vale of Glamorgan to the east. The area owes its origins to its strategic location at the lowest bridging point on the River Ogmore, which led to its initial establishment as a market town that expanded when the coal mining industry flourished to the north. The local road and rail network was developed to provide access to communities from the rest of South Wales, taking advantage of the County Borough's strategic location. The locality's position within the Cardiff Capital Region, and the historical transport links that facilitate key connections to Cardiff and Swansea, have proved critical to the County Borough developing as a major regional employment hub, with specific strengths in advanced manufacturing.
- 2.1.2 The County Borough extends from the River Kenfig in the west to the River Ewenny in the east, taking in the Llynfi, Garw and Ogmore Valleys from their sources in the north to the Bristol Channel in the south. The area's physical character can therefore be categorised into three broad zones; Upland, Lowland and Coastal. The Upland Zone is dominated by the pennant sandstone plateau, which is cut through by a number of rivers running generally south or south westwards to form a series of deep valleys. The Lowland Zone is characterised by its undulating terrain, of generally higher quality agricultural land, that forms a swath through the central and south eastern parts of the County Borough. The Coastal Zone constitutes a generally flat plain, which extends inland from the Bristol Channel where it meets the Lowland Zone. It includes the sand dune systems of Kenfig Burrows in the west and Merthyr Mawr Warren in the south, terminating in the south east at the River Ogmore estuary.
- 2.1.3 The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. In particular, these include the nationally important Glamorgan Heritage Coast, the outstanding historic landscapes of Kenfig and Merthyr Mawr Warren, and other regionally and locally important areas designated as Special Landscape Areas. The County Borough also has a rich Built Heritage and Historic Environment as reflected by its 16 Conservation Areas, 373 listed buildings, 60 Scheduled Ancient Monuments of national importance and 6 Historic Parks and Gardens.

2.2 Settlement Pattern

- 2.2.1 The settlement structure of the County Borough still broadly reflects its agricultural and industrial heritage. Bridgend is the pivotal town, linking up with the three Valleys, the former port of Porthcawl and the growth areas around the Valleys Gateway, Pyle and Pencoed. Each broad settlement will now be outlined in turn.

Bridgend

- 2.2.2 Bridgend is the largest settlement, which is made up of a number distinctive residential neighbourhoods that are served by small local centres. These neighbourhoods cluster around Bridgend Town, which is the County Borough's principal administrative centre. Bridgend is highly accessible, served by junction 36 of the M4, the A48/A473 corridor and an inter-city high speed rail service from London (Paddington) to Swansea. Bridgend is a major employment centre serving the whole of the County Borough and the wider region, with a number of large-scale industrial estates. The transport infrastructure has been and continues to be a primary reason for inward investment projects into Bridgend, rendering the area attractive for house builders, retailers and employers. Localised congestion can hinder car accessibility via the main routes, especially during peak periods, although there has been significant recent investment in dedicated walking and cycling routes into the town centre.

Maesteg and the Llynfi Valley

- 2.2.3 The second largest town in the County Borough is Maesteg, which is the main commercial and shopping centre for the Llynfi Valley, located in the north-western part of the County Borough. The area is served by the A4063, which links the area to Bridgend to the south, and eastwards via the Sarn Link to Junction 36 of the M4. There is also an established rail link, which connects Maesteg to Bridgend. The Llynfi Valley has several significant employment and manufacturing centres and industrial estates. There are a number of large, regeneration sites that could accommodate mixed used development in this area, although several constraints need to be overcome in the first instance (notably contamination and viability of sites).

Porthcawl

- 2.2.4 Porthcawl is located in the south-westerly part of the County Borough and comprises the seaside town of Porthcawl and its hinterlands. It is situated between the sub area of Bridgend to the east and Pyle, Kenfig and Cornelly to the north-west. In accessibility terms, it is located within one mile of junction 37 on the M4 and is connected to it by the A4229. There are no rail links to Porthcawl. Porthcawl is the third largest settlement in the County Borough after Bridgend and Maesteg, comprising a number of distinct neighbourhoods focusing on the town centre; Newton, Nottage and Rest Bay. The seaside resort lies approximately midway between Cardiff and Swansea, and, as well as being a popular tourist destination, it has become a primary location for retirement and this is reflected in its population profile. Outside of the settlement of Porthcawl, the countryside is highly sensitive, with significant areas protected for their landscape quality.

The Valleys Gateway

- 2.2.5 The Valleys Gateway sub-area occupies a central location within the County Borough, which forms an almost continuous urban area north of the M4 at the mouth of the Ogmere, Garw and Llynfi Valleys. It includes the settlements of Aberkenfig, Bryncethin, Brynmenyn, Coytrahen, Sarn, Tondy and Ynysawdre. The Valleys Gateway is served

by two railway stations and park and ride facilities at Sarn and Tondu, from which regular train services operate between Maesteg and Bridgend, with connections to Cardiff, Swansea and beyond. The sub-area is also well served by the local and strategic highway network, with links to Junction 36 of the M4, Bryncethin, the main local industrial estates (at Tondu, Brynmenyn and Abergarw) plus the Garw Valley to the north. From a retailing perspective, the area is primarily served by Aberkenfig, which is a thriving commercial centre, along with some other local centres that benefit from commercial and community facilities. Bridgend Designer Outlet Village is also in close proximity, which provides a retail offer drawing from a wide catchment area throughout South Wales and beyond. The Valleys Gateway has successfully been a major focus for new residential development in recent years, although there are now capacity issues running north to south at Junction 36 of the M4, which would constrain further significant residential development in this vicinity.

Pyle, Kenfig Hill and Cornelly

- 2.2.6 The western settlements of Pyle, Kenfig Hill and Cornelly are situated adjacent to Neath Porth Talbot, with access to Junction 37 of the M4 motorway. The A48 also dissects the broad area, providing links to Bridgend and Margam. There is a railway station at Pyle with services on the Swansea to Cardiff line. There are also a number of different employment sites in this vicinity, which capitalise on the area's excellent location along the strategic highway network.
- 2.2.7 Most of the County Borough's actively quarried mineral reserves are also located within this sub-area. Cornelly, Grove and Gaens Quarries produce high quality limestone and sandstone is intermittently quarried at Cefn Cribbwr. In addition, coal is extracted at Parc Slip/Margam, north of Kenfig Hill and Cefn Cribbwr by extensive opencast operations which extend into the adjacent Neath Port Talbot County Borough.
- 2.2.8 The sub-area also contains the Kenfig National Nature Reserve which is also a Special Area of Conservation, Local Nature Reserve and Site of Special Scientific Interest. It also forms part of a designated outstanding Historic Landscape.

Pencoed and Heol-y-Cyw

- 2.2.9 Pencoed is located in the east of the County Borough and includes the settlement of Pencoed and the village of Heol-y-Cyw. It shares its eastern boundary with the administrative area of Rhondda Cynon Taf. This sub-area is served by Junction 35 of the M4 motorway, which links Pencoed directly to Cardiff, Swansea and London. The A473 by-passes Pencoed to access the M4, and links Bridgend with Pontypridd. Heol-y-Cyw is accessed from the A473 by the B4280 which runs through the village, connecting it with Bryncethin to the west. Pencoed is served by a railway station on the main South Wales Railway Line with services to Bridgend and Maesteg, westwards and eastwards to Cardiff, Newport and Cheltenham. The level crossing is, however, a significant constraint and the Council is currently operating a moratorium on any new development west of the crossing.

- 2.2.10 The Pencoed sub-area contains notable employment areas, with a mix of local, regional and national occupiers across a range of sectors at Bocam Park. In addition, Pencoed Technology Park is a highly attractive site with capacity to accommodate high technology business and manufacturing, research and development and related offices. The main shopping destination in the sub-area is Pencoed District Centre. The centre has a relatively low vacancy rate but a higher than average provision of service businesses.
- 2.2.11 The countryside in the sub-area is highly sensitive, with significant areas protected for their landscape quality, biodiversity interest or common land status. These interests overlap in many cases and they represent significant constraints for future development. Coincidentally, an environmentally sensitive area north of Pencoed also has significant coal reserves.

The Garw and Ogmore Valleys

- 2.2.12 The Garw and Ogmore Valleys are located to the east of the Llynfi Valley, comprising numerous former coal-mining villages, linked to the Valleys Gateway by the A4064 and A4061, respectively. Neither settlement operates a passenger rail service, although, the Garw Valley Railway Line is maintained and has potential for tourism purposes. Both areas benefit from existing commercial centres with a range of retail, leisure and commercial uses to serve their local populations. Much of the housing stock in the upper valley settlements consists of traditional mining terraces, some of which have fallen into disrepair. Housing choice is therefore a significant issue for these areas and regeneration led development would be of great benefit. However, as with the Llynfi Valley, issues with contamination, topography and viability have proved counter-inductive to development in recent years. Future sustainable growth could be facilitated at a smaller scale through initiatives such as self and custom build. Much of the landscape is dominated by dramatic steep-sided mountains, which offer spectacular views and considerable scope for informal hill walking and more extreme outdoor pursuits.

2.3 Population

- 2.3.1 The County Borough had a population of 139,178 at the time of the 2011 Census, which is estimated to have increased to 144,288 in 2017 according to the most recent Mid-Year Population Estimates. This represents growth of nearly 4% over this six year period. Just over a third of the total population resides within the settlement of Bridgend and the other most significantly populated settlements are Porthcawl (11% of the total population), the Valleys Gateway (9%), Maesteg (7%) and Pencoed and Heol-y-Cyw (7%). The overall estimated County Borough age structure comprises 18% aged 0-15, 62% aged 16-64 and 20% aged 65 plus, which is broadly in line with the average structure for Wales as a whole.
- 2.3.2 However, specific settlements across the County Borough differ from this average. Bettws for example has a predominately young population and settlements such as Porthcawl and Laleston / Merthyr Mawr have a relatively high proportion of older residents. There is a need to maintain a healthy balance between younger people, those

of working age and those who are retired across each settlement. This will help catalyse sustainable communities, ensure there are enough current and future economically active residents to support local employers and help maintain infrastructure, services and facilities.

2.4 Economy

- 2.4.1 Bridgend County Borough is at the heart of the South Wales economy and is a significant regional employment hub. The Annual Population Survey identified that over 75% of the County Borough's population were economically active from October 2017-September 2018, of which 72% were in employment. This is broadly in line with the Welsh average, as are levels of unemployment at 4.6%. Comparatively, the 2017 Business Register and Employment Survey identified 57,000 employees in work (full time or part time) in Bridgend, notably occupied in health (16%), manufacturing (14%), and retail (11%). The percentage of Bridgend employees working in the manufacturing sector is 3% higher than the average for Wales as a whole and the County Borough has specific strengths in advanced manufacturing. Despite Ford announcing plans to close its Bridgend engine plant in September 2020, there is need for the strong manufacturing base of the area to be maintained and this will form a key aspect of the Preferred Strategy.
- 2.4.2 Travel to work patterns from the 2011 Census show that there is a relatively balanced level of commuting into and out of the County Borough. The main locations people commute in from are Rhondda Cynon Taf (23% of all in-commuting), Neath Port Talbot (21%) and the Vale of Glamorgan (14%). Conversely, the main destinations of County Borough residents commuting out for work are Cardiff (27% of all out-commuting), Neath Port Talbot (18%) and Rhondda Cynon Taf (15%). It is also important to emphasise that 68% of residents both live and work in Bridgend County Borough.
- 2.4.3 The number of enterprises (defined as the overall businesses, made up of each of their individual sites or workplaces) in the County Borough has increased from 3,175 in 2014 to 3,685 in 2018 based on the UK Business Count. This represents a 16% increase, which is just above the Welsh average increase of 14.8% over the same period. Much of the local growth has been in the £100-199,000 turnover band, although the number of enterprises turning over £5,000,000+ has increased in both absolute (55 to 80) and relative terms (45%) from 2014-2018. In terms of industry, the change in number of enterprises across the County Borough are largely accounted for by manufacturing (25% of overall growth) and professional, scientific and technical professions (20% of overall growth).
- 2.4.4 In 2018, 689 hectares (ha) of employment land was identified for Class B1, B2 and B8 Uses within the County Borough, of which 36 hectares are deemed available for immediate development and a further 15 ha are deemed likely to be available within the next 12 months. However, the rate of recent industrial land take-up has been approximately 2 ha per annum and this needs to be balanced with both economic forecasts of potential labour demand and demographic projections of potential labour supply to inform future employment land requirements.

2.4.5 In spatial terms, the existing employment base is concentrated in the south-east of the County Borough (approximately 70% of the total area identified), which is unsurprising due to the proximity of the M4 corridor. This does represent a mismatch between the geographical location of employment land within the County Borough and the areas of deprivation, which are predominantly in the north. It is undoubtedly important that future growth is directed towards the most efficient and sustainable locations with accompanying transport infrastructure to promote accessible employment sites that capitalise on active travel opportunities. However, the Replacement LDP will also support the socio-economic renewal of deprived communities across the whole administrative area.

2.5. Legislative Context

2.5.1 The Preferred Strategy has been prepared in the context of several key pieces of legislation, which set out the requirements for the emerging Replacement LDP. A summary is provided below for reference.

Well-Being of Future Generations Act (Wales) 2015

2.5.2 The Well-Being of Future Generations Act (Wales) 2015 is a key piece of legislation which aims to further improve the social, economic, environmental and cultural well-being of Wales now and in the longer term. The Act puts in place a 'sustainable development principle' which is a duty for public bodies to "act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs". The Act is underpinned by seven well-being goals, which public bodies must work to achieve (a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language and a globally responsible Wales). The Act therefore has a major influence on all aspects of the Replacement LDP, which will integrally link with each well-being goal and provide a policy context that allows them to be met.

2.5.3 Due consideration to these goals and the broader Sustainable Development Principle will be demonstrated at each stage of Plan preparation through the 'Five Ways of Working' contained in the Act. These require consideration of involvement, collaboration, integration, prevention and long term balancing factors in the decision making process, all of which have formed and will continue to form an intrinsic part of the Replacement LDP's development. Each strategic policy will closely link with and reference the goal(s) which relate most to its purpose and implementation, with emphasis on maximising social, economic, environmental and cultural benefits to ensure that the Council has carried out its sustainable development duty. The vision and objectives will continually be refined during the review process based on stakeholder engagement and the outcomes of a refreshed evidence base.

Planning (Wales) Act 2015

2.5.4 The Planning (Wales) Act sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives including strengthening the plan led approach to planning

by introducing a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plan (SDP), discussed in further detail in the Policy Context section below.

Environment (Wales) Act, 2016

- 2.5.5 The Environment (Wales) Act puts in place the legislation needed to plan and manage Wales' natural resources in a more proactive, sustainable and joined-up way. It requires Natural Resources Wales (NRW) to report on the principality's natural resources and detail their ability to respond to pressures and adapt to climate change. Therefore, NRW published the State of Natural Resources Report (SoNaRR) in 2016.
- 2.5.6 Similarly, the Welsh Government published the National Natural Resources Policy (NNRP) in 2017; the focus of which is the sustainable management of Wales' natural resources, to maximise their contribution to achieving goals within the Well Being of Future Generations Act. The NRP sets out three National Priorities of delivering nature based solutions; increasing renewable energy and resource efficiency; and taking a place based approach. It will set the context for NRW to produce "Area Statements" to ensure that the national priorities for sustainable management of natural resources inform the approach to local delivery. The SoNaRR, NNRP and Area Statement (when produced) will be considered in the review of the LDP.

Active Travel (Wales) Act, 2013

- 2.5.7 The Active Travel (Wales) Act aims to promote walking and cycling as an attractive mode of transport for purposeful journeys (i.e. to access work, school or shops and services). It seeks to instil a lasting transformation of how developments are planned to incorporate walking and cycling infrastructure from the outset as well as encouraging long-term behaviour change.
- 2.5.8 The Act makes provisions for the mapping of active travel routes and related facilities in connection with integrated network maps. It also requires year on year improvements in such routes and facilities to enhance opportunities for pedestrians and cyclists to make more meaningful journeys without relying on the car. The principles of Active Travel are well intertwined with PPW, which stresses the need for the planning system to create the right environments and infrastructure for people to walk and cycle.
- 2.5.9 The planning system has a key role to play in facilitating active travel by considering the inter-relationships of settlements, channelling growth towards sustainable areas and delivering new developments that promote active travel journeys through sustainable design. Equally, the needs of pedestrians and cyclists are to be considered in all new road schemes and other highway authority functions. Increasing rates of active travel in Bridgend County Borough will directly support the achievement of every one of all seven well-being goals in the Well-being of Future Generations (Wales) Act 2015.

2.6 Policy Context

2.6.1 The Preferred Strategy has been prepared in the context of a wide range of plans, programmes and strategies at a range of spatial scales. Some of the key documents are summarised below for ease of reference.

Planning Policy Wales Edition 10, 2018

2.6.2 Edition 10 of Planning Policy Wales (PPW 10) sets out the land use planning policies and overarching sustainable development goals for Wales, revised to contribute towards the statutory well-being goals of the Well-being of Future Generations Act. PPW secures a presumption in favour of sustainable development and considers a plan-led approach to be the most effective means of securing sustainable development through the planning system. PPW has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Placemaking is deemed a holistic approach that “considers the context, function and relationships between a development site and its wider surroundings” (PPW, 2018, p.16).

2.6.3 In order to inform the spatial strategy, PPW requires development plans to “include a spatial strategy covering the lifetime of the plan which establishes a pattern of development improving social, economic, environmental and cultural well-being” (PPW, 2018, para 3.38). The link between the number of homes due to be provided and the expected job opportunities is clearly emphasised, as is the location of any new development in relation to existing or planned infrastructure. This is held important to minimise the need to travel, reduce private car reliance and increase opportunities for cycling, walking and the use of public transport. Development plans are deemed to “provide the main means for achieving integration between land use and transport planning” (PPW, 2018, para. 4.15).

2.6.4 PPW specifies a well-defined search process to identify development land. Sustainable previously developed land and/or underutilised sites within existing settlements should be reviewed first before suitable, sustainable greenfield sites within or on the edge of settlements are considered. In either case, “a broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting” (PPW, 2018, para. 3.46). Significant weight is attached to developing active and social places in the form of well-connected cohesive communities.

National Development Framework

2.6.5 On 7th August 2019 Welsh Government published the **Draft National Development Framework (NDF)** for public consultation, which considers the issues significant to Wales’s prosperity and well-being, such as the economy, housing, transport, energy, and the environment. It identifies where national developments should take place, where the key growth areas are and what infrastructure and services are needed. The draft NDF is set in the context of a vision that will help deliver sustainable places across Wales by 2040, by supporting placemaking and ensuring our choices direct development to the

right places, making the best use of resources, creating and sustaining accessible healthy communities, protecting our environment and supporting prosperity for all.

Strategic Development Plan for South East Wales

- 2.6.6 The Planning (Wales) Act 2015 sets out the process for establishing and preparing a Strategic Development Plan (SDP). Welsh Government invited all Local Planning Authorities to submit proposals for SDPs, stating that the ability to plan strategically to support the Cardiff Capital Region (CCR) is essential to ensure that key economic, social and environmental outcomes are achieved in a cohesive and evidence based approach, across the wider region.
- 2.6.7 On 29th January 2018, the Cardiff Capital Region Cabinet agreed that work should commence on a Strategic Development Plan for the area and advised the then Welsh Government Cabinet Secretary, Lesley Griffiths, that there was consensus amongst all 10 Leaders in the Cardiff Capital Region to support the principle of a Strategic Development Plan for the region, whilst recognising that this required approval from all 10 Councils to proceed. Although Bridgend County Borough Council is proceeding with a Replacement LDP, simultaneous collaborative working will be undertaken with neighbouring authorities and the broader region to prepare an SDP. A joint evidence base will also be shared wherever possible to this end.

Cardiff Capital Region and Metro Plan

- 2.6.8 The Cardiff Capital Region Cabinet, comprising the ten Leaders of Blaenau Gwent; Bridgend; Caerphilly; Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taff; Torfaen; and Vale of Glamorgan was established in 2017 to oversee the delivery of the Cardiff Capital Region City Deal. The City Deal provides local partners with the powers and the resources to unlock significant economic growth across the Cardiff Capital Region. The City Deal also provides an opportunity to continue tackling the area's barriers to economic growth by: improving transport connectivity; increasing skill levels; supporting people into work; and giving businesses the support they need to innovate and grow. The deal will also develop stronger and more effective leadership across the Cardiff Capital Region.
- 2.6.9 One of the key aims of the Cardiff Capital Region is to deliver the South Wales Metro, which is an ambitious project linking people and jobs across South East Wales in a fast, efficient and environmentally positive way. It will provide a fantastic platform to deliver sustainable economic development, in line with the 'Our Valleys, Our Future' initiative, by connecting people, communities and business to employment, services, facilities and markets through reliable, resilient infrastructure. South Wales Metro will deliver real benefits to passengers, linking communities together and helping to transform the economy.

Prosperity for All: A Low Carbon Wales, 2019

- 2.6.10 This Plan sets the foundations for Wales to transition to a low carbon nation; setting out the Welsh Government's approach to increasing efficiency and cutting emissions of greenhouse gasses by at least 80% by 2050. This is vital to meet the requirements of the Environment (Wales) Act 2016, thereby contributing to a fairer and healthier society. The five ways of working of the Well-being of Future Generations (Wales) Act 2015 guide Wales's decarbonisation action, ensuring effective collaboration and involvement with stakeholders to integrate decarbonisation, limit further effects of climate change and maximise all 7 national well-being goals.
- 2.6.11 The planning system has an important role in facilitating decarbonisation. Planning Policy Wales' focus on placemaking encourages well-designed development that ensures communities have all the services they need within easy reach. A wide plethora of other planning related priorities also encourage lower carbon emissions whilst simultaneously creating places where people can live well. These include promoting renewable energy developments, restricting the use of fossil fuels and incorporating active travel principles (walk and cycling) into new developments. Low carbon infrastructure can ultimately help increase efficiency through the way energy is produced and transmitted, the design and construction of buildings and the transportation of people and goods. All development plans must ultimately support these strategic decarbonisation goals to facilitate clean grown and build resilience to the impacts of climate change.

Bridgend County Borough Council Corporate Plan 2016-2020

- 2.6.12 The Plan has a clear and simple vision that is to act as 'One Council working together to improve lives'. This vision is framed around three clear priorities, which are intended to improve the quality of life of people in the County Borough while significantly changing the nature of the Council:
1. Supporting a successful economy
 2. Helping people to become more self-reliant
 3. Smarter use of resources
- 2.6.13 The Local Development Plan will contribute significantly to all three priorities, particularly helping to promote a successful, sustainable and inclusive economy that will be supported by a skilful, ambitious workforce.

Bridgend Public Services Board Local Well-being Plan 2018 - 2023

- 2.6.14 The Well-being Plan outlines how Bridgend Public Service Board will work together over the next five years to deliver the seven wellbeing goals for Wales as referenced in the Wellbeing of Future Generations (Wales) Act. The Plan is framed around the sustainable development principle and focusses on addressing the underlying causes of problems and helping to prevent them worsening or occurring in the future. Four well-being objectives have therefore been developed, which are:

1. Best Start in life
2. Support communities in Bridgend County to be safe and cohesive
3. Reduce social and economic inequalities
4. Healthy choices in a healthy environment

2.6.15 A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. The revised LDP will be an integral means of maximising the well-being of Bridgend County Borough's residents and its communities; thereby ensuring that these four objectives are balanced and integrated into the core of the Plan, whilst shaping each stage of plan preparation.

Bridgend County Borough Local Transport Plan 2015-2030

2.6.16 The Local Transport Plan (LTP) covers the Bridgend County Borough geographical area and sets out the Council's priorities for transport investment over the next 15 years. The LTP's primary focus is to address issues relating to local transport, enable economic growth and change travel behaviour, whilst recognising the significance of Bridgend's role as a link between the two South Wales City Regions. In order to reduce the environmental impact of transport, the LTP includes measures and interventions that will increase opportunities for active travel, encourage the use of public transport and promote modal integration. The specific key priorities are to:

1. Support economic growth and safeguard jobs with a particular focus on City Regions, Enterprise Zones and local growth zones
2. Reduce economic inactivity by delivering safe and affordable access to employment sites
3. Maximise the contribution that effective and affordable transport services can make to transport poverty and target investment to support improvements in accessibility for the most disadvantaged communities
4. Encourage safer, healthier and sustainable travel

2.6.17 Transport has always had an integral relationship with sustainable spatial planning and the revised LDP will continue to link transport with the full plethora of strategic planning themes. These include the economy, employment, the environment, health and social care, education and physical activity. In addressing these links, transport can be used as a tool to promote equality, improve welfare and deliver an inclusive, fairer society.

Active Travel and Integrated Network Maps

2.6.18 The Replacement LDP will seek to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Integrated Network Maps. Well connected developments will assist in promoting the improvement of health and well-being by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place.

Vale of Glamorgan

- 2.6.19 The Vale of Glamorgan Council adopted a Local Development Plan on 28th June 2017, covering the period 2011-2026. The Plan focusses on re-using previously developed land and minimising the need to develop on greenfield sites. This is particularly apparent in Barry, where there is significant emphasis on the continued regeneration of the Waterfront. Other significant growth areas are towards the South East of the Vale along with Rhose, St.Athan and Cowbridge. Sustainable development is also earmarked for other communities thereby ensuring their long term sustainability and vitality. The Plan seeks to grasp the opportunities offered by the St Athan - Cardiff Airport Enterprise Zone and demonstrates the essential role that the Vale of Glamorgan plays in the success of the wider City-Region Area.
- 2.6.20 With this Strategy, it is clear that Bridgend Town will remain the principal retail, employment and service centre serving the western communities of the Vale of Glamorgan.

Rhondda Cynon Taf

- 2.6.21 The Rhondda Cynon Taf (RCT) LDP 2006-2021, was adopted on the 2nd March 2011. The LDP Core Strategy advocates a hybrid approach to development in the north and south of the County Borough. The emphasis in the north is on building sustainable communities and halting the process of depopulation and decline caused by multiple deprivation. In the south, the emphasis is on sustainable, managed growth that will consolidate existing settlement patterns and benefit RCT as a whole. A clear settlement strategy is identified with new development opportunities being focused in the principal towns and key settlements. Significant plan-led growth has occurred along the South of the County Borough, along the M4 corridor, adjoining the A473 and to the West in Tonyrefail.
- 2.6.22 RCT are due to commence LDP revision and the Pencoed-Llanharan corridor is key to the relationship between RCT and Bridgend County Boroughs. In particular, Pencoed Technology Park straddles the boundary and, as aforementioned, there are significant levels of in-commuting from RCT into Bridgend County Borough for work purposes. These factors would need to be taken into due consideration during plan revision as any planned growth close to the boundary would have a regional impact on employment provision and commuting patterns.

Neath Port Talbot

- 2.6.23 The Neath Port Talbot (NPT) LDP was adopted on 27th January 2016, covering the period 2011-2026. Broadly, the strategy aims to realise sustainable economic development opportunities along the coastal corridor to foster economic growth. Coed Darcy, Swansea University Science and Innovation Campus, Baglan Bay and Harbourside are the key anchors for growth. There are mutually reinforcing aims to reinvigorate the valley areas and improve economic prospects, recognising the role of Glynneath and Pontardawe in delivering sustainable growth.

- 2.6.24 For Bridgend County Borough, this means that Maesteg will continue to be a major service centre serving the Upper Afan Valley, particularly in terms of retailing and employment. There is also a key strategic linkage between the Afan Forest Park in NPT and the successful regeneration of Maesteg and the Upper Llynfi Valley, in terms of cycling and other tourism related projects.
- 2.6.25 There are also employment linkages with Kenfig Industrial Estate and Tata Steel acting as employment hubs for Bridgend County Borough residents as evidenced through the previously discussed travel to work patterns. Improved accessibility to the M4 at North Cornelly / Pyle would help enhance these linkages and help reduce traffic congestion.

3. Key Issues and Drivers, Vision and Objectives

3.1 Key Issues and Drivers

3.1.1 The key issues and drivers identified through the Replacement LDP preparation process have directly informed the development of the LDP Vision, Objectives and Preferred Strategy. For ease of reference, the key issues identified in the previous Strategic Context Section are summarised below:

- Bridgend, Porthcawl, Pyle and Pencoed demonstrate capacity for sustainable growth based on their accessibility, availability of amenities and employment provision in the context of their existing population bases. However, a moratorium is currently in place on any new development west of the level crossing in Pencoed.
- The Llynfi Valley demonstrates most significant scope for growth across the three Valleys through several mixed use regeneration sites, subject to specific constraints on these sites being overcome. Similar issues with contamination, topography and viability have proved to be impediments to development in the Ogmere and Garw Valleys in recent years, although sustainable growth could be facilitated through initiatives such as self and custom build.
- The Valleys Gateway has successfully been a major focus for new residential development in recent years, although further significant development would be constrained in this vicinity due to the capacity issues running north to south at Junction 36 of the M4.
- Bridgend is a significant employer, with strengths in advanced manufacturing. Despite Ford announcing plans to close its Bridgend engine plant in September 2020, there is need for the strong manufacturing base of the area to be maintained within sustainable locations whilst supporting the socio-economic renewal of deprived communities.
- The County Borough would benefit from an influx of younger, economically active households to counter-balance the ageing local population. This would also boost the skilled labour force present locally to encourage employers to relocate or expand within Bridgend.
- Regionally, the County Borough has significant employment links with neighbouring authorities; with Bridgend serving the western communities of the Vale of Glamorgan, Pencoed straddling the boundary between Bridgend and RCT and Kenfig Industrial Estate drawing from the NPT catchment.

The key issues and drivers set out in this section have been identified from this Strategic Context and following a review of baseline social, economic and environmental information; the results of consultation; and the Sustainability Appraisal (Strategic

Environmental Assessment). This analysis provides a clear picture of the social, economic and environmental issues which need to be addressed through the LDP process. The key issues and drivers identified are detailed below.

3.1.2 The Key National and Regional Issues and Drivers

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

Table 2: The Key National and Regional Issues

Key National and Regional Issues		Evidence that has informed the key issues and drivers
NR1	Recognition that Bridgend, Maesteg, Pencoed, Porthcawl and Pyle/North Cornelly/Kenfig Hill act as hubs for services, employment, housing and retail developments within the Cardiff Capital Region (CCR), whose success will spread prosperity to their surrounding communities.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019) • Economic Evidence Base Study (2019)
NR2	Bridgend in particular, building on its existing status as the major service centre for the Llynfi, Ogmere and Garw Valleys, should continue to perform as a greater sub-regional role as an employment and service centre to reduce the overall need to travel.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Economic Evidence Base Study (2019) • Our Valleys, Our Future: Delivery Plan (2018)
NR3	Porthcawl, in its pivotal position on the Swansea Bay waterfront, should maintain and enhance its role as a vibrant and distinctive tourism and leisure destination.	<ul style="list-style-type: none"> • Bridgend County Destination Management Plan (2018-2022) • Carmarthen Bay, Gower & Swansea Bay Local Seascape Character Assessment • Porthcawl Waterfront Regeneration Masterplan • Our Valleys, Our Future: Delivery Plan (2018)
NR4	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.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019) • Economic Evidence Base Study (2019) • Our Valleys, Our Future: Delivery Plan (2018)

NR5	In acknowledging that the topography of the County Borough lends itself to making a contribution towards renewable energy generation, the LDP will need to identify appropriate locations to support opportunities for district heating, local renewable and low carbon energy projects, whilst encouraging an element of local ownership to support Welsh Government renewable energy targets.	<ul style="list-style-type: none"> • Technical Advice Note 8 • Bridgend Smart Energy Plan (2019) • Draft Renewable Energy Assessment (2019) – currently being prepared • Strategic Search Areas
NR6	In the context of the Cardiff Capital Region (CCR) 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.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Economic Evidence Base Study (2019)
NR7	The need to maximise socio-economic benefits from the implementation of the South Wales Metro and the Cardiff Capital Region City Deal.	<ul style="list-style-type: none"> • Rolling Out Our Metro • Cardiff Capital Region City Deal
NR8	The LDP should identify and safeguard the appropriate amount of aggregates and coal reserves.	<ul style="list-style-type: none"> • Regional Technical Statement (2nd Review – draft, 2019)
NR9	Promote the efficient use of resources, including transitioning to a low carbon economy, use of waste as a resource, energy efficient buildings, and appropriate renewable and low carbon energy.	<ul style="list-style-type: none"> • Bridgend Smart Energy Plan (2019) • Draft Renewable Energy Assessment (2019) – currently being prepared • Building Regulations
NR10	The need to align with the National Development Framework and the preparation of a Strategic Development Plan for the Cardiff City Region.	<ul style="list-style-type: none"> • National Development Framework • Planning Policy Wales
NR11	The need to resolve localised junction capacity issues at Junction 36 of the M4 and the Penprysg Road Railway Bridge, Pencoed to improve extant traffic flow issues and enhance future sustainable growth opportunities within the respective settlements.	<ul style="list-style-type: none"> • M4 Junction 36 background paper • WeITAG Stage 1
NR12	The need to protect and enhance the wellbeing of all people in the County Borough and for the Replacement LDP to support the implementation of the Well-being of Future Generations (Wales) Act 2015.	<ul style="list-style-type: none"> • Bridgend Local Well-being Plan. • WBFG Act

3.1.4 The Key Local Issues and Drivers

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

Table 3: Environmental Issues

Environmental Issues		Evidence that has informed the Key Issues and Drivers
LS1	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.	<ul style="list-style-type: none"> • Carmarthen Bay, Gower & Swansea Bay Local Seascape Character Assessment • Local Biodiversity Action Plan (2014)
LS2	The rich built heritage and historic environment of the County Borough requires protection in the LDP.	<ul style="list-style-type: none"> • Historic Environment (Wales) Act 2016 • Planning Policy Wales
LS3	The three Valley areas are under increasing pressure from proposed wind farm developments.	<ul style="list-style-type: none"> • Our Valleys, Our Future: Delivery Plan (2018)
LS4	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.	<ul style="list-style-type: none"> • Bridgend Strategic Flood Consequences Assessment • TAN15 – Development & Flood Risk • Development Advice Maps - NRW
LS5	Many of the County Borough's stretches of river are at risk of having poor water quality through 'point source pollution'.	<ul style="list-style-type: none"> • NRW – Water Framework Directive (2018)
LS6	There is a risk of poor air quality along the M4 corridor where it crosses the County Borough and other areas with known poor air quality across the Council area.	<ul style="list-style-type: none"> • Planning Policy Wales • WCFG Act • Local Air Quality Management in Wales – Guidance (2017)
LS7	Parts of the highway network experience congestion especially at peak times with corresponding impact on road safety. The Replacement LDP will seek to reduce car dependencies and improve active travel infrastructure; deliver improved and expanded transport links, public transport and enhanced communications infrastructure, both to communities within the	<ul style="list-style-type: none"> • Planning Policy Wales • Bridgend Strategic Transport Assessment (To be completed – 2020) • Active Travel Act

	Council area and to key destinations in neighbouring authorities.	
LS8	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.	<ul style="list-style-type: none"> • Planning Policy Wales • TAN21 (2014) • Waste Planning Monitoring Report (2016) • Annual Monitoring Reports

Table 4: Social Issues

Social Issues		Evidence that has informed the key issues and drivers
LS9	Housing choice in the Garw and Ogmore Valleys is limited which presents an opportunity to promote initiatives such as co-operative housing, self-build plots and custom build opportunities alongside more conventional forms of development.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019)
LS10	The estimated annual need for affordable housing in the County Borough exceeds the average annual level of general housing completions. However, the identified shortfall of 411 units per annum should not be considered an outright annual delivery target for the LDP to deliver or even the solution to the affordability issues within the County Borough. It instead indicates the scale of housing need within Bridgend, which the Council will seek to address through a range of market interventions as far as practically possible. The LDP is one significant means of addressing this shortfall, but is not the only mechanism to deliver affordable housing and the resultant affordable housing delivery target will be informed by the full plethora of delivery streams available	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019)
LS11	There is a shortage in the provision of smaller dwellings; in particular one bedroom properties in the social rented sector and 2 bedroom entry level properties in the general housing markets across the County Borough	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019)
LS12	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.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019)

LS13	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. However identified capacity issues at Junction 36 may prevent additional growth in this area.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • M4 background paper
LS14	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. There is a need to maximise multi-functional green infrastructure coverage and ensure they provide a network of linked wildlife corridors (across a wide range of scales and increase ecosystems services including biodiversity; and maximise the health benefits of green infrastructure).	<ul style="list-style-type: none"> • Green Infrastructure Strategy • Bridgend's Active Travel Integrated Network Map • Outdoor Sports and Children's Play space Audits

Table 5: Economic Issues

Economic Issues		Evidence that has informed the key issues and drivers
LS15	Bridgend County Borough Council has a vision to make Bridgend a decarbonised, digitally connected smart County Borough. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses.	<ul style="list-style-type: none"> • Bridgend Smart Energy Plan (2019) • Economic Evidence Base Study (2019) • Draft Renewable Energy Assessment (2019) – currently being prepared
LS16	The Porthcawl Waterfront Regeneration Site will need to be delivered to revitalise the town as a premier seaside resort.	<ul style="list-style-type: none"> • Porthcawl Waterfront Regeneration Masterplan
LS17	The economy of Bridgend County Borough is more reliant on the manufacturing sector than Wales as a whole. Therefore, it is important to secure sustainable economic growth / diverse employment sector and inward investment across the Council area through allocating suitable sites for development and delivering the infrastructure required to increase connectivity, improve community and social infrastructure and increase access to high quality employment and economic opportunities.	<ul style="list-style-type: none"> • Economic Evidence Base Study (2019) • Infrastructure and Delivery Plan (currently being prepared)

LS18	Many of the existing industrial estates require modernisation and refurbishment to cater for the SME sector.	<ul style="list-style-type: none"> • Economic Evidence Base Study (2019)
LS19	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.	<ul style="list-style-type: none"> • Economic Evidence Base Study (2019)
LS19	There is a shortage of general employment land in Porthcawl and the Valleys	<ul style="list-style-type: none"> • Economic Evidence Base Study (2019)
LS20	Bridgend town centre is fulfilling its potential as a sub-regional centre, but has a lower proportion of comparison units and higher rate of vacant units than the UK average. There is also a need for additional convenience shopping facilities in Porthcawl to reduce expenditure leakage and promote sustainable shopping patterns.	<ul style="list-style-type: none"> • Economic Evidence Base Study (2019) • Retail Study (2019)
LS21	Ogmore Vale, Kenfig Hill and Pontycymmer 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 show signs of decline.	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Local Housing Market Assessment (2019) • Economic Evidence Base Study (2019) • Retail Study (2019)
LS22	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	<ul style="list-style-type: none"> • Settlement Assessment Study (2019) • Retail Study (2019)
LS23	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.	<ul style="list-style-type: none"> • Bridgend County Destination Management Plan (2018-2022)

Question 1

The key issues and drivers identified through the Replacement LDP preparation process have directly informed the development of the LDP Vision, Objectives and Preferred Strategy.

Do you have any comments to make on the key issues and drivers?

4. Replacement LDP Strategic Framework

4.1 Replacement LDP Vision (2018-2033)

4.1.1 This section of the Preferred Strategy sets out the overarching Vision to ultimately define what the Replacement LDP is working towards. The LDP Vision has been developed to take into account the Bridgend Local Well-being Plan with the specific characteristics and key issues affecting the County Borough.

4.1.2 *Since the turn of the millennium, Bridgend and the wider County Borough has been on a journey to expand access to key services, enhance physical environmental quality and improve quality of life for residents, workers and visitors. This transformation will continue throughout the LDP period, resulting in the development of a safe, healthy and inclusive network of communities that connect more widely with the region to catalyse sustainable economic growth. The County Borough is already a major regional employment hub, with specific strengths in advanced manufacturing. These socio-economic assets will be enhanced to progressively improve the County Borough's economic competitiveness whilst significantly contributing to the success of the Cardiff Capital Region. Encouraging inward investment to improve infrastructure, employment provision and lifelong learning opportunities will attract and retain skilled workers that will in turn encourage businesses to bring further skilled employment into the area. Bridgend County Borough Council also has a vision to make Bridgend a decarbonised, digitally connected smart County Borough. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses. In achieving its vision of a decarbonised, digitally connected smart county borough, the Council aims to:*

- *decarbonise the energy sector,*
- *stimulate economic growth,*
- *provide new job opportunities, and*
- *attract new and existing businesses to trial initiatives and grow within the county borough*

Specifically, Bridgend will remain the principal town, and supplementary growth will build on its success as a regional employment, commercial and service centre. Additional employment, commercial and residential development will be focussed around other established towns to achieve sustainable patterns of growth that support existing local services and facilities. Regeneration led growth will also be channelled towards Porthcawl through redevelopment of its waterfront to capitalise on the town's role as a premier seaside and tourist destination. In addition, the valley settlements will be earmarked for sustainable regeneration, with a recognition that Maesteg and the Llynfi Valley has the largest potential capacity and infrastructure to accommodate future growth. This vision will be achieved through maintaining and developing strong, interdependent, connected and cohesive settlements, whilst also protecting and enhancing the County Borough's environmental and heritage assets. This will offer people:

- *the best start in life by providing effective learning environments to secure the best possible outcomes for learners;*
- *opportunities to reduce social and economic inequalities; and*
- *an improved quality of life and a healthy environment for all people living, working, visiting and relaxing in the area.*

4.2 Strategic Objectives and Specific Objectives

4.2.1 The LDP Vision shall be delivered through 4 Strategic Objectives which seek to reflect updated national policy and legislation and address the issues facing the County Borough. The development of the Objectives has been informed by the SA/SEA process, particularly the succinct set of key sustainable issues which should be addressed in the Replacement LDP. These identified issues have been carried forward to underpin the SA process, thereby shaping the following four draft strategic objectives, which are central to the LDP:

- ***SOBJ1: To Create High Quality Sustainable Places (Placemaking)***
- ***SOBJ2: To Create Active, Healthy, Cohesive and Social Communities***
- ***SOBJ3: To Create Productive and Enterprising Places***
- ***SOBJ4: To Protect and Enhance Distinctive and Natural Places***

4.2.2 The Strategic Objectives have been defined to reflect identified key issues, align with national policy and ensure an appropriate balance between the different elements of sustainability. They are cross-cutting in their nature and also cross-reference the goals and objectives of the Well-being of Future Generations (Wales) Act 2015 and Bridgend Local Well-being Plan (LWBP). One of the key challenges of producing a sustainable Plan is to ensure that a reasonable balance is achieved between these elements of sustainability, thereby minimising the potential conflicts that could arise from such a broad ranging set of Plan objectives. This process has been aided by considering the objectives through the SA/SEA process, the outcome of which has been used to refine the objectives and reduce the areas of potential conflict. The Strategic Objectives are fundamental to delivering this Replacement LDP; ultimately providing a thematic basis through which to implement the holistic LDP Vision and a framework to help formulate consistent groupings of more specific LDP Objectives.

4.2.3 Accordingly, and in order to support the implementation of the Strategic Objectives and Vision, 35 Specific LDP Objectives have been devised to create the right conditions to address the various social, cultural, environmental and economic well-being outcomes. The objectives will also form part of the basis for monitoring the implementation of the Plan, once adopted and operational.

SOBJ 1	To Create High Quality Sustainable Places (Placemaking)
OBJ 1a	<i>To promote Bridgend as the key principal settlement of the County Borough where major employment, commercial and residential development is focused.</i>
OBJ 1b	<i>Develop a strategic hub in the northern part of the County Borough of Bridgend, focusing on employment sites, energy projects, residential developments, tourism and culture.</i>
OBJ 1c	<i>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.</i>
OBJ 1d	<i>To realise the potential of Porthcawl as a premier seaside and tourist destination which capitalises on the regeneration of its waterfront.</i>
OBJ 1e	<i>To promote sustainable and attractive valley settlements with improved access to jobs and services.</i>
OBJ 1f	<i>To recognise the strategic potential of Pencoed within the wider Cardiff Capital Region.</i>

SOBJ 2	To Create Active, Healthy, Cohesive and Social Communities
OBJ 2a	<i>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.</i>
OBJ 2b	<i>To ensure that there is equality of access to community services for all sectors of the community, addressing the particular needs of younger people, families, older people and those with disabilities.</i>
OBJ 2c	<i>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.</i>
OBJ 2d	<i>To enable Bridgend Town to become an attractive and successful regional retail and commercial destination within the Cardiff Capital Region which also meets the needs of its catchment, supported by</i>

	<i>a network of viable town, district and local centres that serve their local communities.</i>
OBJ 2e	<i>To provide for the required quantity and range of accessible education, leisure, recreational, health, social and community facilities throughout the County Borough.</i>
OBJ 2f	<i>Promote accessibility for all by supporting the transport hierarchy (set out in PPW) that prioritises walking and cycling (active travel), then public transport and finally motor vehicles. New development should be located and designed in accordance with this hierarchy to prioritise the use of sustainable transport, reduce related airborne pollution, reduce the need to travel and reduce the dependency on private vehicles.</i>
OBJ 2g	<i>To ensure that new development helps deliver active travel routes in the County Borough.</i>
OBJ 2h	<i>Create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle.</i>
OBJ 2i	<i>Resolve localised junction capacity issues at Junction 36 of the M4 and the Penprysg Road Railway Bridge, Pencoed to improve extant traffic flow issues and enhance sustainable growth opportunities within the respective settlements in the future.</i>
OBJ 2j	<i>Promote new development that is designed to minimise the impact of transport emissions through the implementation of new technology, including provision of infrastructure that supports the use of ultra-low emission vehicles.</i>

SOBJ 3	To Create Productive and Enterprising Places
OBJ 3a	<i>To build a more diverse, dynamic and self-reliant economy and business environment.</i>
OBJ 3b	<i>To provide a realistic level and variety of employment land to facilitate the delivery of high quality workspaces and job opportunities.</i>

OBJ 3c	<i>Deliver a balanced portfolio of new and modern employment buildings with a focus on small to medium enterprises and start-up businesses.</i>
OBJ 3d	<i>Provide effective learning environments to secure the best possible outcomes for learners.</i>
OBJ 3e	<i>Promote and support the refurbishment of existing employment floorspace.</i>
OBJ 3f	<i>Develop a commercial and education cluster around Bridgend train station with a focus on commerce and education.</i>
OBJ 3g	<i>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.</i>
OBJ 3h	<i>Develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism.</i>
OBJ 3i	<i>Support transport infrastructure and fast communication networks to facilitate necessary improvements and development to support the growth aspirations of the Cardiff Capital Region.</i>
OBJ 3j	<i>Promote developments that are well located and designed to assist in meeting energy demand with renewable and low carbon sources in accordance with the energy hierarchy for planning' (set out in PPW), thereby helping to both mitigate the causes of climate change and tackle the 'climate emergency' declared by Welsh Government</i>
OBJ 3k	<i>To meet the Council's regional and local commitments for mineral resources, waste management and waste disposal.</i>
OBJ 3l	<i>Promote the circular economy and make the best use of material resources for the benefit of both the built and natural environments.</i>
OBJ 3m	<i>Follow the priority order of the waste hierarchy in waste prevention and management – prevention, re-use, recycling, treatment, recovery and disposal.</i>
OBJ 3n	<i>To counter-balance the locally ageing population by accommodating sustainable levels of growth to attract and retain economically active households, ensuring the County Borough remains an attractive prospect for employers to expand within and move into.</i>

SOBJ 4	To Protect and Enhance Distinctive and Natural Places
OBJ 4a	<i>To promote, conserve and enhance the natural, historic and built environment of the County Borough.</i>
OBJ 4b	<i>To safeguard the quality of water, air and soil and tackle all sources of pollution, including noise pollution.</i>
OBJ 4c	<i>Ensure adequate water supply, sewerage and drainage infrastructure (including sustainable drainage systems).</i>
OBJ 4d	<i>Promote multi-functional green infrastructure with an emphasis on its integration with existing and new development.</i>
OBJ 4e	<i>To manage development in order to avoid or minimise the risk and fear of flooding and enable and improve the functionality of floodplains.</i>

4.3 Replacement LDP Preferred Growth and Spatial Strategy Options

4.3.1 Preferred Growth Option

4.3.2 In order to inform the appropriate level of economic growth (including housing and employment provision) to deliver this Vision, a range of trend based assumptions have been duly considered. These scenarios have identified how existing household compositions, characteristics and levels of in-ward migration will influence future household formation rates and therefore dwelling requirements. The 2014 based Welsh Government (WG) Population and Household Projection Variants formed a key part of the evidence base in this respect, although alternative scenarios have also been scrutinised to test the impacts of different assumptions over the 2018-2033 period. These projections helped to form a series of reasonable alternative growth options for consideration; Low – 271 dwellings per annum (dpa), Mid - 505 dpa and High – 681 dpa. Each of these options have been evaluated within the Strategic Growth Options Background Paper and also been duly assessed under the SA process.

4.3.3 Overall, the Mid Growth Option has been justified as the most appropriate to achieve a balanced and sustainable level of economic growth that will facilitate the continued transformation of the County Borough into a network of safe, healthy and inclusive communities that connect more widely with the Cardiff Capital Region. The **proposed growth level of 505 dwellings per annum** is based on a POPGROUP Scenario that recalibrates the Welsh Government 2014-based Principal Projection to include three additional years of mid-year population estimates (2014/15 to 2016/17). Throughout this period, there was higher population growth and levels of inward migration compared to the Principal Projection, in part linked to the number of dwelling completions across the

County Borough. Continuing on this trajectory would lead to more established households (particularly around the **35-44 age group**) both remaining within and moving into the County Borough, coupled with less outward migration across other economically active age groups. This would encourage a more youthful, skilled population base to **counter-balance the ageing population**, resulting in an overall population increase of 8.4% or 12,151 people over the plan period.

4.3.4 The projected increase in the working age population and the linked dwelling requirement underpinning this Preferred Strategy will provide significant scope for residents to live and work in the area, supporting **growth of up to 333 jobs per annum**. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to an equilibrium between the number of homes provided and the job opportunities expected; a balance that is required by PPW.

4.3.5 The Preferred Growth Level can be succinctly explained by the acronym '**CARM**', which summarises the Strategy's intentions to **Counter-balance** the ageing population by **Attracting** skilled, economically active households, **Retaining** skilled, economically active households and rendering the County Borough a **Magnet** for employers to expand within or move into.

4.3.6 Preferred Spatial Option

4.3.7 In addition to setting out the level of growth needed over the plan period, the Replacement LDP must put forward a clear spatial strategy for where this development should take place within the County Borough. Development should ultimately be directed towards environs conducive to sustainable placemaking that facilitate a balance of environmentally friendly, economically vibrant, and socially inclusive characteristics; aiming to benefit current inhabitants and future generations alike. Sustainable placemaking is therefore an overarching concept that underpins the LDP strategy, specifically seeking to create places that:

- Meet the needs of all members of the community;
- Promote balanced economic growth that provides access to employment opportunities;
- Provide for active travel and integrated Green Infrastructure networks;
- Provide appropriate infrastructure and services;
- Provide a range of high quality private and affordable housing; and
- Are resilient and adaptable to change and support the Councils vision to make Bridgend a decarbonised, digitally connected smart County Borough.

4.3.8 It has to be acknowledged that some places have more potential than others to facilitate sustainable placemaking and the scope for settlements to accommodate growth is also dependent on their individual role, function and capacity. Hence, this

document has sought to identify and differentiate between the sustainability of places by developing a settlement hierarchy. This is informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019), which reflects Bridgend's historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. This Strategy therefore seeks to direct the majority of growth towards areas that already benefit from good infrastructure, services and facilities, or where additional capacity can be provided.

- 4.3.9 Broadly speaking, Bridgend is classified as the **Primary Key Settlement**, along with five additional **Main Settlements**, which include the Valleys Gateway, Porthcawl, Maesteg, Pencoed and the grouped settlement of Pyle, Kenfig Hill and North Cornelly. All six of these settlements demonstrate a strong employment function with an existing concentration of businesses plus a notable variety of shopping and community services. The plethora of facilities they contain also meet their individual needs and those of their wider surrounding environs. Furthermore, these settlements are relatively well self-contained and benefit from a range of sustainable travel opportunities that connect with neighbouring areas and the wider region. Bridgend is distinguished as the Primary Key Settlement on the basis that it accommodates just over a third of the County Borough's population and is the focus of employment, services and retail serving the whole of the County Borough. The other Main Settlements accommodate 34% of the population combined, and perform similar roles at a smaller yet significant scale. These inter-related factors justify the respective classification of these settlements, which can be maintained and progressed through sustainable growth.
- 4.3.10 The only notable exception to this general deduction is the Valleys Gateway. This settlement was justifiably ranked highly by the 2019 Settlement Assessment owing to the inter-connectedness of its sub settlements, high accessibility (including two railway stations plus links to the M4), prominent retail facilities and industrial estates. However, this area has accommodated substantial growth in recent years and there are now capacity issues running north to south at Junction 36 of the M4. This issue substantially hampers the ability of the area to accommodate any significant growth unless it is resolved. As such, even though the Valleys Gateway is quite rightly classified as a Main Settlement, planned growth will not be channelled towards this area and will instead be directed towards the other four Main Settlements and the Primary Key Settlement.
- 4.3.11 The **Local Settlements** perform a more limited retail and community facility function, primarily serving their local residents. Whilst all services and facilities are important to their respective hinterlands, those on offer in these settlements draw from a smaller catchment area and are primarily confined to serving the more immediate population base. As such, the scope for Local Settlements to accommodate significant development is more limited, yet there are still opportunities to support smaller scale regeneration led growth to facilitate local economic development.
- 4.3.12 With this overview in mind, and based on the findings of the 2019 Settlement Assessment, the Settlement Hierarchy for the County Borough is as follows:

Primary Key Settlement

- Bridgend (*including Brackla, Broadlands, Bryntirion and Cefn Glas, Central Bridgend, Coity / Parc Derwen, Coychurch and North Bridgend / Litchard*)

Main Settlements

- Maesteg
- Pencoed
- Porthcawl
- Pyle, Kenfig Hill and North Cornelly
- Valleys Gateway (*including Aberkenfig, Bryncethin, Brynmenyn, Coytrahen, Sarn, Tondy and Ynysawdre*)*

Local Settlements

- Bettws
- Blaengarw
- Caerau
- Cefn Cribwr
- Evanstown and Glynogwr
- Heol-y-Cyw
- Laleston and Merthyr Mawr
- Lewiston, Blackmill and Pantyrawel
- Llangeinor, Llest and Pontyrhyl
- Nanttyffyllon
- Nantymoel
- Ogmore Vale
- Pen-y-fai
- Pontryhydycyff, Llangynwyd and Cwmfelin
- Pontycymmer

** Transport capacity issues preclude significant additional development occurring in this settlement at present*

4.3.13 All settlements will have boundaries, which will be reviewed in accordance with the settlement hierarchy, taking account of the growth needs and preferred spatial option identified in the Replacement LDP Preferred Strategy. Development proposals will be directed to the most appropriate settlements as defined within the Replacement LDP; at a scale commensurate with their respective role and function, environmental sensitivities and the needs of communities. The review will accurately demarcate the urban area from the countryside, assist with the prevention of the coalescence of settlements and provide certainty in terms of where appropriate development will be permitted. Indeed, the Replacement LDP will prioritise the re-use and redevelopment of previously developed land whenever possible.

4.3.14 Within the framework of this hierarchy, a range of four spatial options have been evaluated as a means of accommodating the growth levels projected. The options identified assume that housing development without employment provision (and vice-versa) in the same broad location is less sustainable and therefore to be avoided. Similarly, infrastructure improvements need to be aligned with new development, including transport networks, utilities, green infrastructure, health, education and social

facilities. With these factors in mind, a detailed overview of each option is provided within the Spatial Strategy Options for the Distribution of Growth Background Paper and summarised below for reference:

- **Option 1: Continuation of the Existing LDP Regeneration Strategy** - prioritise the re-use of previously developed land and direct growth to sites within the Strategic Regeneration Growth Areas and existing settlement boundaries.
- **Option 2: Public Transport Hubs and Strategic Road Corridors Strategy** - direct growth to major public transport hubs and the strategic highway network.
- **Option 3: Prioritise growth to the North of the M4 (Valleys Strategy)** - focus on the existing Strategic Regeneration Growth Areas of Maesteg, the Llynfi Valley and the Valleys Gateway, whilst pursuing existing commitments on brownfield sites within settlements outside of these areas.
- **Option 4: Regeneration and Sustainable Growth Strategy** - a hybrid of options 1, 2 and 3 which would balance the requirement to deliver the County Borough's housing requirement and Council's regeneration objectives.

4.3.15 Each of the options have been considered as reasonable alternatives and assessed further under the SA process. However, as justified in the aforementioned Background Paper, Option 4 is identified as the preferred spatial strategy. This option is effectively a hybrid of the three other spatial options and would continue to provide a land use framework that helps realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. This option builds on the successes of the existing LDP strategy and provides enough flexibility to address the elements that have underperformed (i.e. Porthcawl, Maesteg and the Llynfi Valley), whilst facilitating sustainable growth. Crucially, this option continues to focus on the delivery of existing brownfield regeneration sites allocated in the existing LDP but also seeks to identify viable, deliverable and sustainable sites elsewhere including some greenfield allocations. Sustainable growth will therefore also be channelled towards settlements that already benefit from significant services, facilities, employment opportunities and urban capacity plus strategic road and rail links. This option is considered most conducive to achieving balanced, sustainable forms of development that meet the Replacement LDP Objectives and provide scope to address existing infrastructure capacity issues.

4.4 Replacement LDP Preferred Growth and Spatial Strategy

4.4.1 Preferred Growth and Spatial Strategy Overview

4.4.2 In order to achieve the Vision and Objectives of the LDP, the Council will follow a **Regeneration and Sustainable Growth Strategy**, underpinned by a balanced level of economic growth. The Replacement LDP seeks to make provision for:

- **8,333 new homes to deliver a requirement of 7,575 dwellings** (based on a 10% Flexibility Allowance, to be refined at Deposit Stage). The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities.
- **71.7 hectares of employment land to enable 60 ha of employment land to be brought forward, which could deliver up to 4,995 additional jobs across the County Borough.** This scale of employment provision is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected, whilst providing sufficient flexibility for a range of potential jobs to come forward.

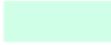
4.4.3 The Strategic Diagram overleaf visually illustrates the forms of growth proposed across the County Borough, broadly summarised as:

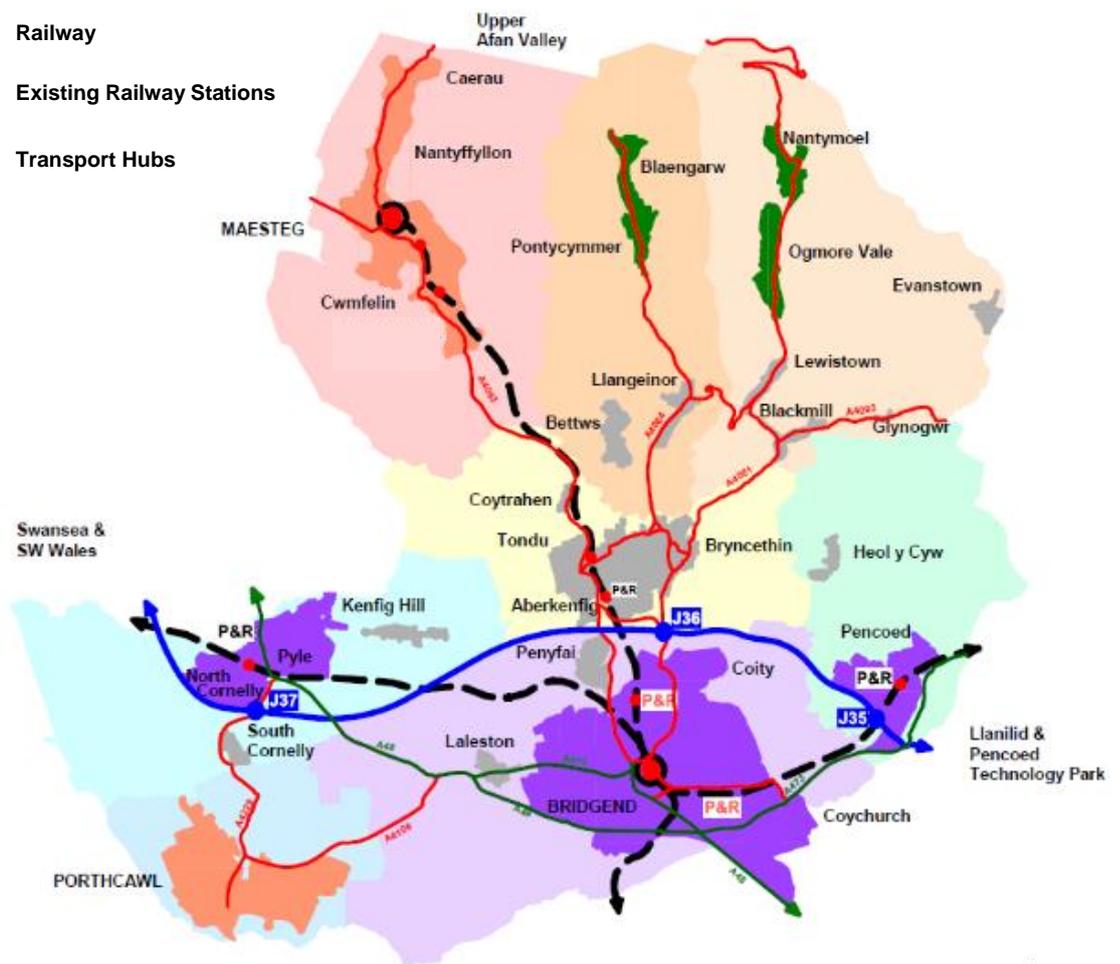
- **Regeneration Growth Areas**, which primarily seek to deliver sites that are in need of redevelopment and investment to widely benefit the community, acknowledging that longer lead-in times may sometimes be required;
- **Regeneration Areas**, which include settlements that would benefit from community based regeneration and recognise that a range of localised approaches are required to incite community investment opportunities; and
- **Sustainable Growth Areas**, which include those settlements that are most conducive to logical expansion through delivery of under-utilised sites within their functional area and/or on their periphery to encourage transit orientated development.

4.4.4 The overall aim of this Strategy will be to prioritise the development of land within or on the periphery of urban areas, especially on previously developed 'brownfield' sites. Porthcawl, Maesteg and the Llynfi Valley will therefore continue to remain regeneration priorities through their designation as Regeneration Growth Areas. This will enable delivery of a range of mixed-use developments and facilities, accompanied by more community based Regeneration Areas within the Ogmore and Garw Valleys. However, given the existing LDP's success in delivering development on brownfield land in other settlements, further regeneration opportunities are now somewhat limited. Additional viable and deliverable sites (including some greenfield sites) will therefore be required to ensure the County Borough's future housing requirements can be delivered. For these reasons, accompanying growth will be channelled towards Bridgend, Pencoed and

Pyle/Kenfig Hill/North Cornelly in recognition of their positions in the Settlement Hierarchy and capacity to accommodate growth in a sustainable manner. Designation of these settlements as Sustainable Growth Areas will provide a means of supporting their existing services and facilities, enabling delivery of associated infrastructure and capitalising upon their location on the strategic road and rail network, promoting transit orientated development.

Strategic Diagram

- | | | | | | |
|---|---------------------------|---|---------------|---|----------------------|
|  | Sustainable Growth Areas |  | Llynfi Valley |  | Pyle/Kenfig/Cornelly |
|  | Regeneration Growth Areas |  | Garw Valley |  | Bridgend |
|  | Regeneration Areas |  | Ogmore Valley |  | Porthcawl |
| P&R | Existing Park and Ride |  | Pencoed |  | Valleys Gateway |
| P&R | Proposed Park and Ride | | | | |
|  | Motorway | | | | |
|  | Core Road Network | | | | |
|  | Strategic Road Network | | | | |
|  | Railway | | | | |
|  | Existing Railway Stations | | | | |
|  | Transport Hubs | | | | |



4.4.5 The Preferred Strategy provides a framework to help realise the regeneration priorities of the Council, whilst also apportioning sustainable growth towards existing settlements that demonstrate strong employment, service and transportation functions. This dual faceted approach seeks to broadly balance housing need, economic development and environmental protection and enhancement to allow the County Borough to prosper, simultaneously contributing to the success of the Cardiff Capital Region. This has directly informed and resulted in the formulation of Strategic Policy (SP) 1 below, which outlines how the Replacement Plan will make provision to deliver the Regeneration and Sustainable Growth Strategy between 2018- 2033. All candidate sites (including potential rollover sites from the existing LDP) within Regeneration Growth Areas, Regeneration Areas and Sustainable Growth Areas have been subject to a proportionate level of SA, incorporating SEA, to identify likely environmental and wider sustainability effects. The two main elements of the Strategy will now be outlined in turn, followed by a more specific, settlement based overview.

Strategic Policy 1: Regeneration and Sustainable Growth Strategy	
<p>In order to deliver Bridgend's regeneration and sustainable growth strategy between 2018- 2033, the Plan will make provision for:</p> <ol style="list-style-type: none"> i. 71.7 hectares of employment land to enable 60 hectares of employment land to come forward and accommodate up to 4,995 additional jobs; and ii. 8,333 new homes to meet a housing requirement of 7,575 (based on a 10% Flexibility Allowance, to be refined at Deposit Stage). <p>Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area 	
LDP Objectives	1A, 1B, 1C, 1D, 1E, 1F, 2C, 3A, 3B
PPW	4.2 – Housing 5.4 – Economic Development
FWBA Act	A prosperous Wales A resilient Wales
LWBP	Reduce social and economic inequalities
Key Evidence	Employment Land Review Employment Growth Scenarios Assessment Population and Household Growth Projections
Monitoring	To be confirmed

4.4.6 Regeneration Growth Areas

4.4.7 Regeneration is broadly defined as ‘an overarching process that delivers community based investment and opportunity to areas in order to improve their physical, economic and social fabric’. The existing regeneration-related activities in the County Borough are widespread, although the deliverability of some of these activities would be enhanced and secured (in whole or in part) by directing new development to specific areas; namely Regeneration Growth Areas and Regeneration Areas.

4.4.8 **Regeneration Growth Areas constitute settlements that would benefit from appropriate growth to address a broad range of socio-economic issues within their vicinity, whilst demonstrating capacity to accommodate that growth in a sustainable manner.** A number of (primarily brownfield) sites in need of redevelopment and investment will be earmarked within these Areas as part of a broad drive to complement more significant community based regeneration. The spatial boundaries will broadly follow the respective settlement boundaries for these Areas, subject to more precise definition at Deposit Stage.

4.4.9 Allocations within Regeneration Growth Areas will aim to catalyse growth in a manner that attracts inward investment, stimulates town centre footfall, enhances community cohesion and boosts the profile of the settlement in the longer term. The resultant multiplier effect will also help to attract skilled people, visitors and businesses to Regeneration Growth Areas in support of further growth, thereby maximising the benefits of sustainable development. This can only be achieved through a One Council Approach, with the Replacement LDP providing an overarching framework for delivery that incites long lasting change.

4.4.10 The Regeneration Growth Areas have been formulated based on the level of development that would be required to have a significant regenerative effect, the availability of brownfield sites for development in an area, existing settlement patterns, the socio-economic function and identity of settlements along with relevant environmental considerations. Regeneration-led growth will be explicitly directed to parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. Specifically, redevelopment of Porthcawl’s Waterfront will capitalise on the town’s role as a premier seaside and tourist destination, whilst revitalising the broader settlement. New development will also bring wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints; recognising that Maesteg and the Llynfi Valley demonstrate the largest potential capacity to accommodate growth. There are individual sites within these areas that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking.

4.4.11 Regeneration Growth Areas will contain a combination of (primarily brownfield) developable sites, some of which will prove more immediately deliverable and viable

than others due to site specific constraints. Therefore, the housing land supply will not be dependent on all sites within Regeneration Growth Areas, as some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to facilitate delivery. However, there are equally some sites (most notably Porthcawl Regeneration Area) within these Growth Areas that are more immediately deliverable and will form part of the housing land supply.

- 4.4.12 The Ogmere and Garw Valleys are not identified as areas that will accommodate significant growth in recognition of their topographical and viability based constraints. However, these areas would benefit from community based regeneration and are therefore designated as **Regeneration Areas** in recognition of the fact that a range of approaches are required to incite community investment opportunities. **Regeneration Areas aim to enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening local economies, connecting communities to wider opportunities and protecting their high quality environments.** Regeneration Areas therefore aim to capitalise on their rural surroundings to promote active lifestyles, grow the tourism industry and facilitate smaller-scale development on primarily brownfield sites. This latter element recognises that distinctive approaches are required to bring forward development in these areas, which could include initiatives such as co-operative housing, self-build plots and custom build opportunities alongside other forms of development.

4.4.13 Sustainable Growth Areas

- 4.4.14 The Regeneration-Led Spatial Strategy that underpinned the previous LDP has been broadly successful, especially in bringing forward a number of residential and mixed-use allocated sites (primarily on brownfield land) within the County Borough. Elements of this Strategy will still be continued via the Regeneration Growth Areas in the Replacement Plan, notably in the environs where there are still significant brownfield sites left to come forward (i.e. Maesteg, the Llynfi Valley and Porthcawl). However, there is now less scope to deliver an entirely Regeneration-Led Strategy as there are few undeveloped brownfield sites remaining in Bridgend and the other Main Settlements deemed capable of accommodating growth (i.e. Pyle/Kenfig Hill/North Cornelly and Pencoed). This approach therefore needs to be complemented with additional sustainable urban growth in order to accommodate the housing requirement that underpins the Replacement LDP.

- 4.4.15 This will be achieved through designating **Sustainable Growth Areas, which broadly constitute those settlements most conducive to logical expansion through delivery of under-utilised sites within their functional area and/or on their periphery.** The Sustainable Growth Areas have been identified based on their accessibility, availability of amenities and employment provision (range and quantity) in the context of their existing population bases and place in the settlement hierarchy. Growth will be apportioned to these settlements based on these factors and their urban capacities to facilitate sustainable levels and patterns of development, recognising that accompanying infrastructure will also need to be provided. Specific site allocation will stringently follow the **Site Search Sequence** outlined in Planning Policy Wales, recognising that some greenfield sites may need to be allocated for development given a distinct lack of remaining undeveloped brownfield sites within these vicinities. The

spatial boundary will broadly follow the respective settlement boundaries for these Areas, subject to more precise definition at Deposit Stage. The broad aim is to facilitate new housing delivery that is accessible to a range of jobs and services via multi-modal forms of transport; rendering public transport, walking and cycling practical for meaningful journeys. This Strategy will also maximise potential for regional connectivity and ensure the County Borough will continue to perform a greater sub-regional employment role as the growing, skilled labour force will act as a magnet to employers.

Question 2

The Preferred Strategy makes provision for a level of growth that would enable provision of up to 4,995 jobs, supported by a housing provision for 8,333 new homes to meet a housing requirement of 7,575 dwellings. This is based on the Mid Growth Option from the Strategic Growth Options Background Paper.

Do you have any comments to make on the preferred level of growth?

4.7.16 *Regeneration and Sustainable Growth Strategy by Broad Settlement*

4.4.17 The Regeneration Growth Areas and Sustainable Growth Areas will be the main focus of planned development, although other settlements will also provide opportunities for development within their respective boundaries. The main geographical areas of growth will now be outlined in turn.

Bridgend

4.4.18 The Strategy places significant emphasis on Bridgend, defining it as the Primary Key Settlement of the County Borough and a Sustainable Growth Area. This is in recognition of the settlement's sub-regional sphere of influence and pre-eminent role as a highly accessible, major employment and retail centre. Bridgend Town Centre is also positioned at the top of the retail and commercial hierarchy of the County Borough and is defined as a Sub-Regional Centre; the only centre in the County Borough demonstrating this wider geographical function.

4.4.19 The Strategy will enable the ongoing enhancement of the town centre through continued conservation-led environmental improvements. It will also seek to consolidate retail uses along primary frontages, expand the range of uses within the town centre (notably increasing commercial leisure facilities) and facilitate redevelopment of prominent vacant buildings. This will be achieved by extending the primary shopping area boundary to include the redeveloped Bridgend Shopping Centre, whilst re-designating the adopted primary shopping area along Nolton Street and Wyndham Street as a secondary shopping area to reflect the current distribution of uses. This combination of objectives seek to improve environmental quality, enhance the evening economy and increase footfall to ultimately improve the vitality and retail-led performance of the town centre.

4.4.20 The Strategy also acknowledges the extent of existing residential commitments and the significant opportunities that exist both within walking distance of the town and within the broader settlement. There are several remaining large-scale brownfield and under-

utilised sites within the wider urban area of Bridgend plus scope for sustainable urban extensions. These commitments and opportunities will allow the area to grow sustainably in terms of future housing and employment provision, whilst simultaneously protecting the environment, the countryside setting, and the individual identities of the smaller sub-settlements within Bridgend. A diverse range of sites will be earmarked for delivery to enable the market to respond flexibly to existing need and future requirements. The Strategy also recognises the potential to further increase accessibility throughout this inter-connected area by means of enhanced walking and cycling routes that connect the sub-settlements to the town centre, bus and railway stations. This pattern of growth will enhance Bridgend's position as a highly sustainable and accessible destination that benefits both the County Borough and the wider region.

- 4.4.21 In terms of employment, the Strategy will utilise Bridgend's strategic location along the M4 corridor to maintain and enhance the settlement's role as a major regional employment hub, with specific strengths in advanced manufacturing. Despite Ford announcing plans to close its Bridgend engine plant in September 2020, there is need for the strong manufacturing base of the area to be maintained within sustainable locations whilst supporting the socio-economic renewal of deprived communities. The existing significant Industrial Estates of Bridgend, Waterton, Brackla and Litchfield will continue to fulfil this wider employment function and thus be protected from alternative uses. Further opportunities exist for promoting strategic employment sites, notably at Brocastle Estate, which will enable further consolidation and enhancement of Bridgend's role as a major focus for employment and new inward investment.

Pencoed

- 4.4.22 Pencoed is defined as a Main Settlement in the settlement hierarchy with important retail, community service and employment provision that meets the needs of its population and the surrounding area. There is currently a moratorium in place on further development to the west of the railway line due to restrictions around the level crossing. However, the Strategy does consider that some sites within Pencoed could both accommodate and benefit from sustainable urban growth to support the existing district centre and take advantage of its highly accessible location. Indeed, Pencoed will continue to capitalise on the growth and opportunities identified within nearby Bridgend, especially in terms of access to jobs and higher level services, enabled by its transportation links via rail, the M4 and the A473. The settlement will therefore be designated as a Sustainable Growth Area. Pencoed will also benefit from smaller scale proposals and projects being progressed, recognising the potential to improve the environment, accessibility and social wellbeing of the community.
- 4.4.23 Building on Pencoed's direct access to the M4 at Junction 35, the Strategy continues to identify Pencoed Technology Park 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. The Economic Evidence Base Study 2019 deemed this site to be 'the Borough's most attractive location for out of centre office' owing to the existing neighbouring uses, availability of serviced plots and motorway access. The geographical position of this Site is also well placed to benefit the wider region as a whole.

Porthcawl

- 4.4.24 The Regeneration and Sustainable Growth Strategy will maintain Porthcawl's role as a Main Settlement in the County Borough and will allow it to redefine itself as a premier tourist destination. Porthcawl's environment is of high scenic beauty and biodiversity, enhanced by its coastal location, characterful town centre and seafront. It offers accessible sandy beaches and surf for active pursuits and a base for touring South Wales. The Strategy will ensure that the nature of development proposed balances the interests of tourism with that of the environment, defining it as a Regeneration Growth Area, which is key to the area's success.
- 4.4.25 It is envisaged that several sensitive development projects could be promoted and brought forward by means of broad tourism-related regeneration, primarily stimulated by the delivery of Porthcawl Waterfront Regeneration Area. This major regeneration project, on the town's waterfront, will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay. The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, enhanced active travel links plus education, retail and community facility provision. The project area is closely linked to the town centre, which will continue to benefit from environmental improvements. Indeed, Porthcawl Town Centre is seen as an integral element in the retail hierarchy, benefitting from a range of leisure uses and a good comparison retail offer that provides an important focus for residents. Links between the waterfront area and the town centre will be secured by improved accessibility to properly integrate the new development into the surrounding urban area and also enhance the convenience retail offer. However, proper protection will be given to those highly sensitive areas of international importance, ensuring due consideration is given to landscape and biodiversity interests in the context of local urban capacity.

Pyle, Kenfig Hill and North Cornelly

- 4.4.26 The western settlements of Pyle, Kenfig Hill and North Cornelly are designated collectively as a Main Settlement and Sustainable Growth Area. This is in recognition of the fact that the grouped settlement demonstrates a strong employment function along with a good variety of shopping and community services that cater for its hinterland and surrounding environs. The settlement is already the focus of more traditional employment at Village Farm and South Cornelly, serving the western part of the County Borough, and the Strategy will maintain and enhance this function offering scope for further employment provision. The area also benefits from excellent accessibility to Junction 37 of the M4 motorway, the A48 and Pyle Railway Station, with services on the Swansea to Cardiff line.
- 4.4.27 The Strategy will therefore capitalise on this existing functionality and urban capacity by delivering sustainable growth to support the community, whilst enhancing the viability of local business and services. Channelling growth into this settlement will maximise economic development and incite job creation, given the growing employment base and availability of skilled labour. This will not only help develop a more sustainable local community that can better serve its immediate catchment, but also further enhance the

multiplier effect of regeneration-led growth from nearby Porthcawl. Indeed, the relationship and benefits of growth between the two closely linked settlements are seen as being reciprocal and complementary.

Maesteg and the Llynfi Valley

- 4.4.28 Maesteg is the second largest town in the County Borough, defined as a Main Settlement and Regeneration Growth Area. The Strategy seeks to enable Maesteg to fulfil its potential as an important service and cultural centre for the whole of the Llynfi Valley by providing new homes, retail provision and local job opportunities, including those related to tourism. Ensuing regeneration-led development will therefore equally benefit surrounding valley communities and smaller settlements nearby.
- 4.4.29 One important means of fulfilling this role is through the continued protection and promotion of the town centre as an important retail, service and cultural hub. The town centre performs well against most indicators of vitality and viability, with a good level of consumer choice, and has been the focus of recent regeneration efforts evidenced in its improved bus station and outdoor markets. The Strategy will therefore capitalise on these improvements by further enabling enhancements to the town centre environment, expansion of the commercial leisure offer and redevelopment of vacant sites for retail or other complementary uses over the Replacement LDP period. This will be facilitated by condensing the primary shopping area in Maesteg to reflect the current distribution of uses and re-designating the primary shopping area along Commercial Street as a secondary shopping area. This will help improve the town's image, diversify the uses on offer and promote private sector confidence, encouraging further investment and helping to realise the area's wider tourism potential.
- 4.4.30 Whilst Maesteg and some surrounding parts of the Llynfi Valley will be designated as a Regeneration Growth Area, it is acknowledged that some residential sites in this vicinity will require longer lead in times than others for delivery to take place. Therefore, the five year housing land supply will not be dependent on delivery of all regeneration sites in this area. Instead, the Strategy will provide flexibility to explore a number of options to bring these sites forward over the life of the Replacement LDP; recognising the importance of facilitating development of new mixed use communities on brownfield land. This area of growth builds on the ongoing and future regeneration initiatives for Maesteg Town Centre, complementing 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. As well as promoting Maesteg as a focus of future regeneration growth, the Strategy recognises the importance of diversifying the local economy. There is significant potential to capitalise on its rural, upland character to grow the tourism industry, promote active lifestyles and promote renewable energy; beyond the built-up areas on the valley floor.

Ogmore and Garw Valleys

- 4.4.31 In terms of the LDP Strategy, the Ogmore and Garw Valleys are not identified as areas that will accommodate significant growth. However, the Strategy defines these settlements as Regeneration Areas; proposing to create sustainable communities linked to wider opportunities, whilst protecting their high quality environment. The Valleys

Gateway and Bridgend act as service ‘hubs’ for the Ogmore and Garw Valleys and have an important roles to play in their overall success. Both valleys, which are essentially rural in character, have good main road connections with these areas and the M4, providing access to many higher-level services, facilities and job opportunities. The Strategy seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas. The more significant growth to the south will undoubtedly benefit and serve these vicinities, although the Strategy seeks to further foster sustainable communities within the Ogmore and Garw Valleys directly. These settlements have therefore been defined as Regeneration Areas to incite community investment opportunities. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Through such means, the Strategy aims to enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.

The Valleys Gateway

- 4.4.32 The Valleys Gateway is located at the geographical heart of the County Borough and comprises several different communities that comprise almost one continuous urban area immediately north of the M4. Although the settlement pattern of the Valleys Gateway shares some similarities with Bridgend, the poly-centric nature of the urban form mitigates against as strong a retail centre role. In many ways, the Valleys Gateway has been a victim of its own success in recent years as it has accommodated substantial new development and there are now capacity issues running north to south at junction 36 of the M4. This issue would hamper further significant growth at present and therefore the Valleys Gateway is not identified as a growth area under the Regeneration and Sustainable Growth Strategy. For further information refer to the M4 - Junction 36 Capacity Background Paper.

4.3.33 Regeneration and Sustainable Growth Strategy by Site Typology

- 4.4.34 In addition to the broad scale and range of growth areas set out by SP1, it is important to clarify the different types of sites that will collectively meet the identified growth requirements. An appraisal of the aforementioned spatial options has determined the Preferred Strategy will need to be based on a combination of different site typologies. These include a limited number of Sustainable Urban Extensions, supported by Edge of Settlement Allocations and Smaller Sites. This Strategy will enable the Council to achieve the most sustainable form of development, meet LDP Objectives and address existing capacity issues. The different site typologies are described further below to set out the strategy for the spatial distribution of growth. This is predicated on maximising development of appropriate brownfield land in accordance with PPW, whilst also accommodating a limited number of sustainable additional sites for development (including some greenfield sites) to accommodate the projected growth identified in SP1.

Regeneration Sites

- 4.4.35 Regeneration Sites will be major, brownfield sites that are highly conducive to sustainable development and delivery of the full range of placemaking principles outlined in PPW. They will be allocated in parts of the County Borough that will benefit the most

from regeneration-led growth; where significant opportunities exist to address contamination, constraints and/or industrial legacies whilst encouraging economic growth. However, the housing land supply will not be dependent on all of these Regeneration Sites, in recognition of the fact that some require longer lead-in times, preparatory remediation-based enabling works and/or more detailed strategic master plans before they can be delivered.

- 4.4.36 Regeneration Sites will, by their very nature, be located within existing settlements and be closely aligned to existing transport hubs, services and facilities. However, the individual siting and scale of such allocations are paramount considerations in terms of their scope to deliver sustainable development through placemaking. Regeneration Sites will therefore need to be well serviced by existing infrastructure, be large enough to contribute towards necessary infrastructural improvements and/or support delivery of new accompanying infrastructure.

Sustainable Urban Extensions

- 4.4.37 Sustainable Urban Extensions comprise a minority of strategic sites that will be allocated to deliver 1,000 homes or more, and, in some cases, up to 2,000 homes where considered appropriate. This is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. Indeed, this latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum. Sustainable Urban Extension sites will be allocated where they can best support the Council's Preferred Strategy (including regeneration objectives where appropriate) and also be capable of delivering mixed use development at a scale that will enhance communities. This form of development could entail greenfield sites that would transform an existing settlement, subject to the Site Search Sequence outlined in PPW.

Edge of Settlement

- 4.4.38 Edge of Settlement allocations consist of sites primarily for residential development (typically less than 150 homes) that will serve to extend the settlement boundary at a limited number of established communities. These sites will only be allocated where it is considered that additional growth can come forward without the need to necessarily deliver significant additional facilities or infrastructure within the site. Where need is identified for additional facilities and/or infrastructure to support and complement a proposed Edge of Settlement site, it may be more appropriate for this to be delivered 'off-site' in association with the development proposals. Locations for Edge of Settlement sites will be identified within the settlement boundary and also on some greenfield sites at the settlement edge where deemed appropriate. Such extensions can comprise of either a single large scale site or a number of sites in close proximity that in combination deliver this quantum of housing.
- 4.4.39 Sites that are larger than 150 homes are often not of a significant enough scale to deliver supporting infrastructure and thereby have the potential to impact negatively on local communities by exacerbating localised problems. Therefore, sites of this scale will only

be considered where it can be clearly demonstrated that there is capacity to accommodate the respective level of growth within the settlement and/or necessary facilities and infrastructure improvements are provided in support of the development.

Local Settlement Sites, including limited rural/semi-rural locations

- 4.4.40 Suitable sites in rural/semi-rural areas will be limited to small-scale settlement boundary amendments at appropriate village and urban fringe locations, in instances where the existing character of the village or settlement would be maintained or improved. In all cases, the sites identified or allocated will be reflective of the settlement hierarchy.

Affordable Housing Exception Sites

- 4.4.41 Affordable Housing Exception Sites will facilitate delivery of small affordable housing schemes by Registered Social Landlords within or adjoining existing settlements in the countryside. Whilst the Council's preference is for development to take place within the defined settlement boundaries, exception sites recognise that certain area specific factors (such as limited developable land and high land prices) may be prohibitive to affordable housing delivery in this manner. Exception sites would not normally be allocated in the LDP, hence why they are considered as exceptions to general housing provision, although provide a means of delivering affordable housing in areas where it may otherwise prove difficult to meet housing need.
- 4.4.42 Development in the countryside will be permitted where there is a local need identified through the Local Housing Market Assessment, the site is within or directly adjoins an existing settlement boundary and is managed by a Registered Social Landlord to ensure affordability in perpetuity. Due consideration will be given to the siting, scale and design of such developments to ensure they can be sustainably accommodated in terms of infrastructure, access, habitat and landscape conservation. Development should also be well located to take advantage of existing public transport provision and active travel routes. However, new development in the open countryside away from existing settlements will continue to be strictly controlled.
- 4.4.43 Affordable Housing Exception Sites will comprise of no more than 10 units, which is the appropriate size for a sustainable cluster of affordable units. Larger sites can become increasingly uncondusive to the delivery and maintenance of a balanced, mixed tenure community and will therefore not meet the definition of this site typology.

4.4.44 Regeneration and Sustainable Growth Strategy by Site Typology

- 4.4.45 In order to implement the Replacement LDP's Regeneration and Sustainable Growth Strategy, the following key site options have been identified within the respective Regeneration Growth Areas and Sustainable Growth Areas. This section only identifies major Regeneration Sites and Sustainable Urban Extensions (capable of delivering 1,000 homes or more based on an indicative density of 35 dwellings per hectare). These sites (together with all other candidate sites) have been subject to a proportionate SA, incorporating SEA, to identify the likely environmental and wider sustainability effects from their delivery. At this stage, the identified Strategic Site Options are considered in theory to have the potential to underpin the Spatial Strategy by accommodating sustainable housing growth and focusing development within the Regeneration Growth

Areas and Sustainable Growth Areas. **However, not all sites shown are likely to be selected for the Deposit Plan, as their combined capacity exceeds the number of dwellings required to meet the residual new housing allocation requirement (refer to Strategic Policy 6 and supporting Housing Balance Sheet).** Moreover, the final selection of sites will be dependent on further detailed assessment work, including:

- The ability to deliver the level of supporting infrastructure required;
- A masterplanning process to ensure they create sustainable, cohesive, well-designed places delivered through a strong placemaking approach; and
- A financial viability assessment to ensure the site is deliverable within the Plan period.

4.4.46 Site promoters will be expected to submit specific information on the viability and deliverability of sites during the Preferred Strategy consultation to facilitate this assessment work. This process will seek to identify whether the costs of the development requirements and placemaking principles set out in site specific policies coupled with the Council's aspirations for delivering high-quality new communities are realistic and deliverable on each site within the plan period. **Therefore, if site promoters do not submit specific information during the LDP Preferred Strategy consultation, this could affect the prospect of site allocation.**

4.4.47 With these fundamental caveats in mind, sites under consideration are shown on the 'Concept Plans' overleaf. The collective plans illustrate the spatial distribution of the various options in accordance with the Sustainable and Regeneration Growth areas identified in SP1. **The sites are shown in no particular order of rank or preference and further analysis is provided in the Appendices.**

Maesteg and Llynfi Valley Regeneration Growth Area – Regeneration Site Options



Regeneration Site: Land South of Pont Rhyd-y-Cyff

Area: 19 Ha

Proposed Development:
Mixed Use Development –
Residential, Commercial, Leisure and
Employment



Regeneration Site: Maesteg Washery

Area: 30 Ha

Proposed Development:
Mixed Use Development –
Residential, Education, Commercial,
Leisure and Employment.

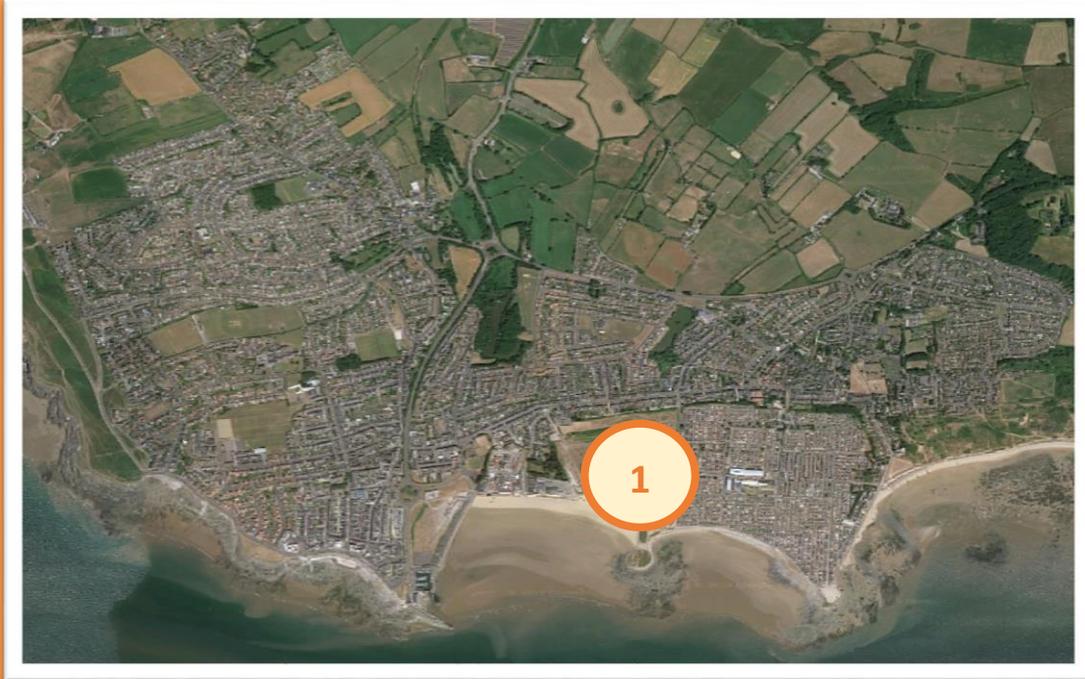


Regeneration Site: Ewenny Road

Area: 8 Ha

Proposed Development:
Mixed Use Development –
Residential, Commercial, Leisure and
Employment. This site also has the
potential to accommodate a 'Valleys
Hub'.

Porthcawl Regeneration Growth Area – Strategic Site Options



Strategic Site:
Waterfront Regeneration Site

Area: 53 Ha

Proposed Development:
Mixed Use Development

Bridgend Sustainable Growth Area – Strategic Site Options



Strategic Site: Island Farm

Area: 54 Ha

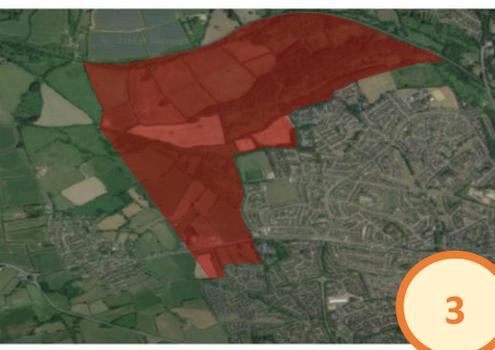
Proposed Development:
Residential, Leisure and Commercial



Strategic Site: Parc Afon Ewenni

Area: 16 Ha

Proposed Development:
Commercial, Residential and Council Depot

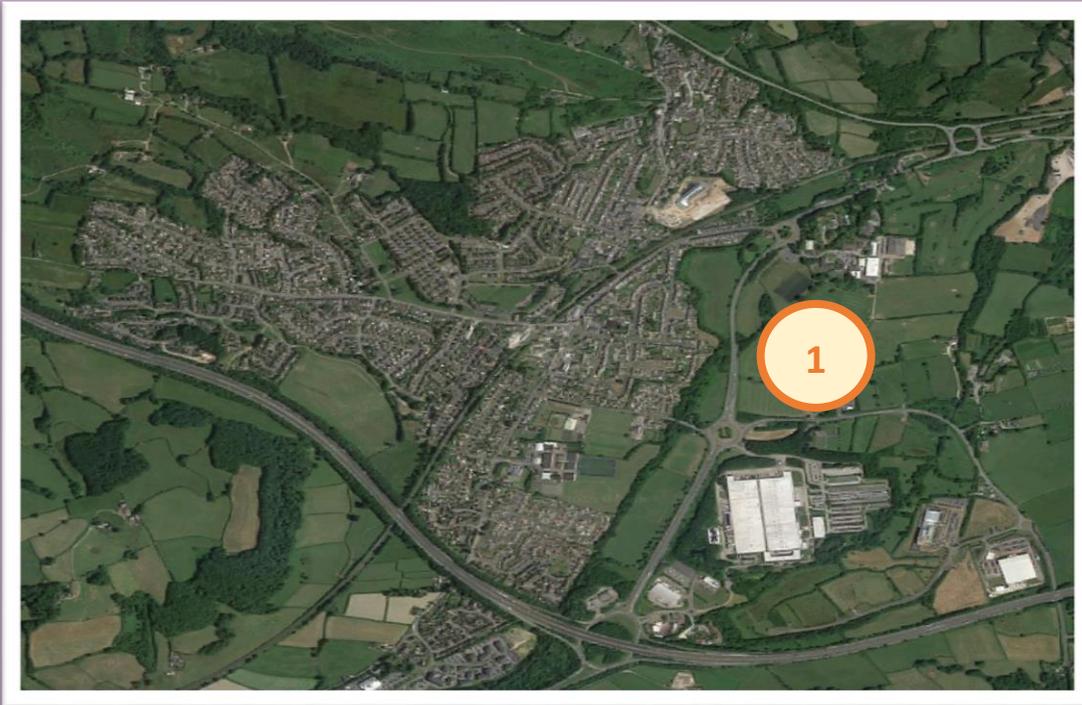


Strategic Site: Land West of Bridgend

Area: 188 Ha

Proposed Development:
Residential and Education

Pencoed Sustainable Growth Area – Strategic Site Options



Strategic Site: Pencoed Campus

Area: 50 Ha

Proposed Development:
Mixed Use Development - Residential,
Education and Public Open Space

Pyle / Kenfig Hill / North Cornelly Sustainable Growth Area – Strategic Site Options



Strategic Site: Land East of Pyle

Area: 100 Ha

Proposed Development:

Mixed Use Development - Residential, Education, Community, Facilities and Public Open Space

- 4.4.48 The next stage is to gather evidence to support detailed allocation of sites in the Deposit Plan. The ongoing candidate site assessment process will play a key part in this and will provide evidence to justify the selection of sites. The SA will also be carried out on each site to assess whether there are any likely significant effects of development. The SA Report identifies likely environmental and wider sustainability effects from the delivery of all candidate sites (including potential LDP rollover sites). Where significant adverse effects have been identified, sufficient information would need to be provided to demonstrate that identified constraints can be overcome and that, after mitigation, any such effects would be acceptable, in order for the candidate site to be considered for allocation in the LDP Deposit Plan.
- 4.4.49 **The Deposit Plan** will identify and allocate mixed-use strategic sites that are essential for the delivery of the plan. The policy will also set out the specific requirements for each site including the number of residential units, other land-uses and supporting infrastructure.
- 4.4.50 Additional work will also be carried out to review settlement boundaries to ensure that they are able to support the level of growth proposed. The SEA process includes an assessment to determine the cumulative impact of the level of growth proposed upon a settlement or cluster of settlements.

Question 3

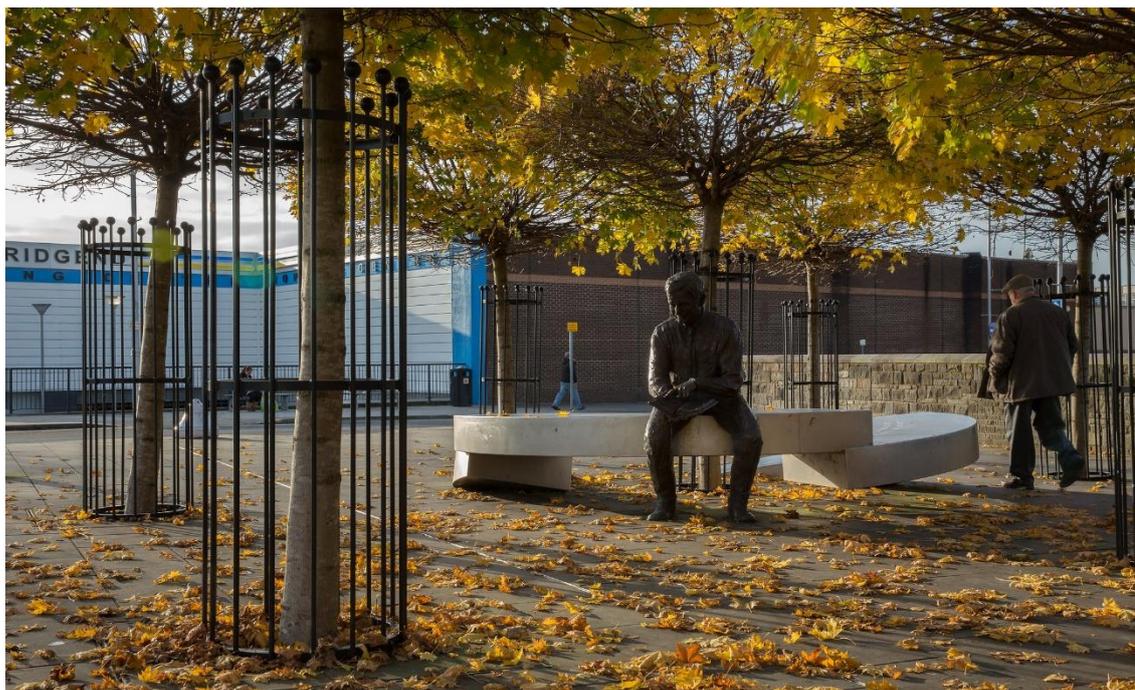
The Preferred Strategy is based on Option 4 of the Spatial Strategy Options Document, 'Regeneration and Sustainable Urban Growth'. This represents a hybrid of the other three options to help realise the regeneration aspirations and priorities of the Council while balancing the need to deliver future housing requirements for the County Borough. 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.

Do you have any comments to make on the preferred spatial strategy?

5. Implementation and Delivery

5.1 Introduction

- 5.1.1 The following four sections set out the Strategic Policies (and where appropriate relevant new Development Management Policy coverage), which forms the framework for implementing and delivering the Council's Preferred Strategy. As with all other components of the emerging Replacement LDP, all strategic policies are complementary in terms of supporting the achievement of the national Wellbeing Goals, local Wellbeing Objectives and sustainable development. Linkages between each strategic policy and relevant wellbeing goals have therefore been identified and all strategic policies have been subject to SA, incorporating SEA.
- 5.1.2 All policies are inter-related in their nature and need to be read in conjunction with one another in order to gain an understanding of the overall policy direction of the LDP. Each section highlights the relevant strategic policy, supporting justification and cross-references with the LDP's Objectives. An outline of how the Deposit Plan will respond with further criteria or Development Management policies where relevant is also included (a detailed assessment of existing Development Management Policies in attached as Appendix 1). The 'delivery and monitoring section' at the end of each policy will be developed as part of the Deposit Plan.
- 5.1.3 The LDP will facilitate sustainable development by using placemaking to achieve optimal economic and spatial outcomes, specifically through policies:
- **SP2: Design and Sustainable Place Making**
 - **SP3: Mitigating the effects of climate change**
 - **SP4: Transport and accessibility**
 - **SP5: Active Travel**
- 5.1.4 These policies are aimed at facilitating the delivery of all of the Plan's strategic objectives, whilst at the same time providing broad conformity with the range of Well-Being Goals.



Cheapside, Bridgend Town Centre

5.2 Design and Sustainable Place Making

- 5.2.1 Sustainable development is development that meets the needs of the present, without compromising the ability of future generations to meet their own needs. The key principle of 'Placemaking' is that development must balance different, and often competing needs, against an awareness of environmental, social and economic limitations. The implications of not living within environmental limits can be seen with the increasing impacts of climate change and planning has a role to play in minimising and mitigating these impacts. Whilst the environment is a key factor, sustainable development is also about ensuring a strong, prosperous, healthy and fair society which meets the needs of all.
- 5.2.2 The LDP is subject to a statutory Sustainability Appraisal (SA). The purpose of the SA is to appraise the environmental, social and economic impacts of the LDP and to find ways to mitigate these to improve the Plan's overall sustainability. It is an on-going process carried out at various stages and assesses the plan's overall strategy and individual policies and proposals to ensure that these fit in with the principles of sustainable development. The SA also incorporates a Strategic Environment Assessment (SEA) which enables the LDP to be formally assessed in order to manage the impact on the environment.
- 5.2.3 It is therefore a fundamental principle that sustainable development should form the basis of the LDP strategy and policies. In a planning context Planning Policy Wales defines sustainable development as the process of improving the economic, social and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. The Well Being of Future Generations (Wales) Act 2015 contains seven goals that public bodies must work towards and are integral to planning policies and decisions as it brings an enhanced duty for Local Planning Authorities.
- 5.2.4 Taking into account sustainable development and the purposes of the Well-Being Goals, the LDP policies must ensure that development takes place in locations that are appropriate for its scale and nature, and that development is built to ensure positive economic, social, environmental and cultural outcomes. Development should be delivered in such a way that it provides a safe, attractive, cohesive and inclusive environment which is sustainable and minimises that impact on the environment, as well as mitigating the impacts of climate change.
- 5.2.5 Local level data does not identify any particular settlement with a notable concentration of Welsh speakers and therefore a specific Welsh language policy is not deemed necessary as part of this Preferred Strategy. However, consideration of and appropriate provision for facilitates to support the Welsh Language will be factored into different thematic policies relating to tourism, conservation and social and community infrastructure. The SA will also consider how the strategy and policies of the LDP are likely to impact upon the use of the Welsh language and the sustainability of communities across the County Borough.

- 5.2.6 The strategic policies, and the more detailed Development Management policies that will follow in the Deposit Plan, are intended to ensure that development proposals can achieve positive economic, social, environmental and cultural outcomes, and can minimise adverse ones. They will form the basis of all planning decisions, and indicators will be developed as part of the Plan's monitoring framework to show the effectiveness of the policies.
- 5.2.7 It is important that people live in places which are attractive and distinctive, and incorporate the changing requirements of those living there. This means that high quality, well thought out and sustainable design which improves the environment and people's health and well-being is essential. This can be achieved by ensuring that new developments incorporate the principles of good design and sustainable development, and that the character of existing built development is conserved or enhanced. Development should achieve high standards of design and layout, incorporating basic principles such as parking requirements, whilst supporting local distinctiveness, character and sense of place.
- 5.2.8 The County Borough of Bridgend has a high quality built environment which it is important to protect. The LDP will contain detailed policies relating to the protection of heritage assets from loss and damage. These historic assets include listed buildings, conservation areas, archaeological sites, historic parks, gardens and landscapes, as well as unprotected assets which add character and significance to the County. New development should reflect this and be of a good design which has regard to local distinctiveness and site context.
- 5.2.9 There are national targets for the production of energy from renewable sources which need to be met. Bridgend County Borough Council has a vision to make Bridgend a decarbonised, digitally connected smart County Borough. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses. In achieving this the Council will strive to decarbonise the energy sector as a key element of sustainable place making. Therefore, in terms of resources and energy, development should seek to minimise the use of these, both in construction and afterwards, and should take into consideration the embodied energy of materials. Site locations and layout should take into account such matters as solar gain and microclimate in order to reduce the energy needed for light and heating. Renewable and zero/low carbon energy technologies must be utilised on a site which serve the development as a whole.
- 5.2.10 Similarly, measures to reduce water use and to conserve water should be incorporated into new developments. It should also be ensured that developments do not increase run off and flooding, decrease water quality or affect water courses detrimentally. There can be infrastructure constraints which inhibit the scale and location of development. Therefore, in order to meet the well-being and sustainable development goals, it is important that the plan ensures that new development is well served by infrastructure; including roads, community facilities and open space.

Strategic Policy 2: 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. Ensuring development is appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;
4. Using land efficiently by:
 - a. Being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and
 - b. Having a preference for development on previously developed land over greenfield land;
5. Providing for an appropriate mix of land uses;
6. Maximising opportunities for active travel and increased public transport use; and promoting connections within and outside the site to ensure efficient and equality of access for all;
7. Minimising opportunities for crime to be generated or increased;
8. Avoiding or minimising noise, air, and soil and water pollution;
9. Incorporating methods to ensure the site is free from contamination (including invasive species);
10. Safeguarding and enhancing biodiversity and integrated green infrastructure networks;
11. Making sustainable use of natural resources, including land and water, and adopting circular economy principles that:
 - a. prioritise locally sourced construction materials to help reduce transport emissions
 - b. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term;
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. Tackling the causes of, and adapting to the impacts of Climate Change by promoting Renewable and Low/Carbon technologies;
15. Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development; and
16. Maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniques.

For key development sites (to be identified in the Deposit Plan), developers will be required to prepare masterplans to ensure they create sustainable, cohesive, well-designed places delivered through a strong place making approach.

LDP Objectives	2A, 2B, 2C, 2H, 2I, 2J, 2K, 2M, 2O, 2P, 3K, 3N, 3O, 4A, 4C, 4D, 4E, 4F
PPW	3.57 – Supporting Infrastructure 4.2 – Housing 5.7 – Energy Chapter 6 – Distinctive and Natural Places
FWBA Act	A globally responsible Wales A healthier Wales A Wales of cohesive communities A more equal Wales
LWBP	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
Key Evidence	TAN12 Design Good Design and the Local Development Plan Process, DCfW 2014
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	Green Infrastructure To be confirmed by Deposit Stage

Explanation

- 5.2.11 Strategic Policy 2 introduces 16 sustainable placemaking 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. The plan is committed to incorporating the approach of 'Place making' to contribute and enable the creation of sustainable development as required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.
- 5.2.12 The Policy 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 16 criteria (where appropriate) to ensure this policy is implemented effectively in terms of the consideration of placemaking and good design.
- 5.2.13 Good design is much more than the physical appearance of buildings, it is about the relationship between all elements of the natural and built environment and between people and places, as advocated by the Design Commission for Wales. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts. Where appropriate, the LDP contains more detailed policies on some aspects of SP2 and the Council will produce updated Supplementary Planning Guidance to assist developers in producing schemes which reflect the local characteristics of the County Borough.

- 5.2.14 The Environmental (Wales) Act 2016 also places a duty on all public bodies in Wales to promote the sustainable management of natural resources. National targets for the production of energy from renewable sources must be met to ensure the County Borough is living within its environmental limits. The protection and sustainable use of resources and energy during development should be minimised during and post construction. Any development should consider incorporating renewable or low carbon technologies, supporting the highest level of sustainable use of energy possible. The sustainable management of water is also important by ensuring that effective and efficient measures are incorporated into any new development.
- 5.2.15 This Policy seeks to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Integrated Network Maps. Well connected developments will assist in promoting the improvement of health and well-being by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of successful places. A green infrastructure network also provides important amenity value in addition to health and well-being benefits. The Replacement LDP will therefore seek to integrate both active travel routes and green infrastructure networks where appropriate to incite creation of a high quality environment, encouraging active lifestyles. The design and functionality of streets is considered a fundamental aspect in achieving sustainable placemaking to this end. A sense of place is recognised in the policy protecting the historic and cultural heritage assets in the County Borough.
- 5.2.16 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. The LDP, through the criteria of its Sustainable Placemaking Policy also seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers is not compromised by new development.



Maesteg Landscape

5.2.17 **Mitigating the Impact of Climate Change**

Strategic Policy 3: Mitigating the Impact of Climate Change

All development proposals will be required to make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change. Means of achieving this may include:

1. Having low / zero carbon energy requirements by reducing energy demand, and promoting energy efficiency;
2. Utilising local materials and supplies (adopting circular economy principles);
3. Encouraging the development of renewable and low/zero carbon energy generation;
4. Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel (**active 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. Directing development (particularly vulnerable uses) away from flood risk areas, and avoiding development that increases the risk of flood and coastal erosion, including through the deployment of sustainable urban drainage systems where relevant.

LDP Objectives	2H,2I, 2K, 2M, 2O, 2P, 3K, 3I, 3N, 3O, 4A, 4B, 4C, 4D, 4E, 4F
PPW	4.1 – Transport 5.0.2 – Productive and Enterprising Places 5.7 – Energy 5.8 – Reduce Energy Demand and Use of Energy Efficiency – Sustainable Buildings 5.10 – Energy Minerals Chapter 6 – Distinctive and Natural Places
FWBA Act	A globally responsible Wales A healthier Wales A resilient Wales
LWBP	Healthy choices in a healthy environment
Key Evidence	TAN15 Development and Flood Risk (2004) Development Advice Maps (TAN15)
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	To be confirmed by Deposit Stage

Explanation

5.2.18 One of the themes embodied in the Wellbeing of Future Generations Act is the need for ‘a resilient Wales’ whereby there is capacity to adapt to change such as climate change. A key principle of sustainable development, as recognised in PPW is ‘tackling climate change by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change’. Welsh Government advises that ‘climate change will have potentially profound environmental,

economic and social justice implications and failure to address it will make planning for sustainability impossible’.

- 5.2.19 Climate change is being experienced in many forms. Typical ‘events’ include increasingly intense rainfall, more severe storms, rising sea levels and increasing average temperatures. These have a number of effects including flash flooding and storm damage, changes to landscape and wildlife habitats and impacts on health.
- 5.2.20 The planning system has a role to play in planning to minimise the underlying causes of climate change and planning for its consequences. A key role of the LDP is to put in place ‘resource efficient and climate change resilient settlement patterns that minimise land take and urban sprawl’ (PPW 4.4.3). Put simply this means locating development in settlements which are accessible to a range of services and facilities whereby people can reduce private car usage and thereby reduce the harmful effects of carbon emissions. The development of brownfield land, where suitable, can also reduce the need for greenfield sites to be developed.
- 5.2.21 As set out above a key effect of climate change is the risk of flooding and this brings with it issues relating to the likelihood of flooding as well as the intensity of flooding. The Development Advice Maps accompanying TAN15 identify the flood risk zones as set out in the TAN and this is being supplemented by a Strategic Flood Consequences Assessment. This information will have an important influence on where development allocations will be located, along with the type of development, and will also inform policies on flood risk whereby subsequent development proposals, in the form of planning applications can be assessed. The approach of the Plan will be to steer highly vulnerable development away from flood risk areas, to assess the implications of development in areas at risk of flooding and to ensure that new development does not increase the risk of flooding elsewhere.
- 5.2.22 **A Strategic Flood Consequences Assessment will be prepared for the Deposit Plan and will inform the identification and assessment of subsequent housing allocations.**
- 5.2.23 It is also necessary for the Plan to have regard to the whole water environment as an important resource. Ensuring a reliable water supply is an important component of everyday life but needs to be balanced with effects on ground water and surface water in terms of levels and quality and any associated ecological effects. In locating and designing new development it is also necessary to ensure that the waste water network and treatment capacity is adequate to serve development and to ensure that surface water run-off from new development is adequately managed.
- 5.2.24 The principles of energy efficiency measures and renewable energy are now incorporated into Building Regulations. However, the LDP needs to ensure that new development has regard to broader principles of sustainable design in order to significantly reduce energy usage and carbon emissions. Passive building techniques can help achieve these principles through design that makes best use of insulation, orientation and shading to facilitate solar gain and passive cooling to optimise thermal comfort. The Plan will also support, where appropriate renewable and low/zero carbon energy generation technology, subject to a range of material planning considerations.

An assessment of the potential for renewable energy generation, using the Welsh Government Toolkit and the Bridgend Smart Energy Plan (2019), is currently being prepared and will inform the Deposit Plan in terms of specific areas of search or the potential for particular types of renewable and low / zero carbon energy. Such policy approaches can also help ensure that new development is designed to be resilient to future climate change effects.

5.2.25 The County Borough has an industrial heritage which has resulted in large areas of brownfield land and associated environmental risks such as contamination and pollution. Parts of the County also experienced coal mining and this has left a legacy of potential risks associated with unstable land. Landfill operations have taken (and continue to take) place, resulting in problems associated with leachates and gas emissions. The Plan therefore recognises the need to have regard to environmental protection and this will be set out more fully in subsequent detailed policies. These policies will also address general environmental protections associated with noise, air, water and light pollution.

5.2.26 **Strategic Transport and Accessibility**

Strategic Policy 4: Sustainable Transport and Accessibility

Development should be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities. In addition, development must be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:

1. Accord with the sustainable transport hierarchy for planning (as set out in PPW);
2. Safeguard, enhance and expand the active travel networks identified in the Council's Existing Routes Map and Integrated Network Map, including links to those networks as a means of improving connectivity;
3. Prioritise the delivery of the key transport measures and schemes identified in the Bridgend Local Transport Plan, which must be delivered in an efficient and timely manner in accordance with development phases. (This includes seeking to resolve localised junction capacity issues at Junction 36 of the M4 and the Penprysg Road Railway Bridge, Pencoed to improve extant traffic flow issues and enhance sustainable growth opportunities within the respective settlements in the future);
4. Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;
5. Reduce reliance on car use by maximising the potential of movement to/from the development by public transport, including for the urban area ensuring developments are located a walkable distance to a public transport access point on a route with a high frequency service;
6. Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;

	<p>7. Deliver new transport infrastructure and improvement measures required to mitigate the impact of the development;</p> <p>8. Ensure that, where necessary, developments are served by appropriate parking provision, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles; and</p> <p>9. Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing travel demand.</p> <p>Development that would have an unacceptable impact on the safe and efficient operation of the transport network will not be permitted.</p>
LDP Objectives	1E, 2G, 2H, 2I, 2J, 2K, 2L, 2M, 2N, 2O, 2P, 3I, 4C
PPW	<p>3.37 – Strategic Placemaking</p> <p>3.45 – Accessibility</p> <p>Chapter 4 – Active and Social Places</p> <p>4.1 – Transport</p> <p>5.3 – Transportation Infrastructure</p>
FWBA Act	<p>A healthier Wales</p> <p>A Wales of cohesive communities</p> <p>A more equal Wales</p>
LWBP	<p>Support communities in Bridgend County to be safe and cohesive</p> <p>Reduce social and economic inequalities</p>
Key Evidence	<p>Welsh Government Transport Plan and Strategy</p> <p>Welsh Government Transport Strategy</p> <p>Active Travel (Wales) Act 2013</p>
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Transportation Proposals • Development in Transport Corridors • Development West of the Railway Line, Pencoed • Development Led Improvements to the Transportation Network • Development affecting Public Rights of Way • Safeguarding of Disused Railway Infrastructure • Parking Standards

Explanation

- 5.2.27 A placemaking approach should be adopted in the identification, design and delivery of all transport measures in order to maximise the sustainability of developments. The location, scale, density, mix of uses and design of all developments should be carefully considered in a manner that reduces transport demand and enhances the scope for sustainable transport choices. This Strategic Policy emphasises that movement, connectivity and legibility of transport links are critical components in the creation of a successful place and an efficient, integrated transport network that prioritises sustainable transport is critical to making a contribution to decarbonisation and supporting economic growth. The ‘transport network’ refers to the links and services that

help people move across the County, including the highway, public transport, pedestrian and cycle routes, public rights of way and bridle routes.

- 5.2.28 The Plan represents an opportunity to set out a coherent approach to land use and transport planning that addresses the County's transport needs in the context of reducing CO₂ emissions from transport, future growth and existing constraints and issues on the network.
- 5.2.29 The available capacity of existing networks also needs to be evaluated and supported by targeted new infrastructure where appropriate. Development will therefore be required to deliver, or contribute towards the provision of, active travel schemes, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan. Where necessary, planning obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable. Transport measures and infrastructure will need to be delivered in a timely manner to meet the needs of existing and planned communities, with priority given to the provision of active travel connections at the earliest possible opportunity (as identified in the Integrated Network Map).
- 5.2.30 Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. The Strategic Transport Study will be prepared by the Council to consider the impact of Plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals. This study is an essential part of the evidence base in providing a thorough assessment of the likely impact of the Plan's strategy for growth and proposing some of the mitigating measures that may be required.
- 5.2.31 The Council will require developments to meet high standards of accessibility. Urban developments should ensure that all parts of the development would normally be within a walkable 800 metres from a public transport access point, on a route with a 30 minute (or more regular) frequency at peak times, or within 400 metres of an identified active travel route. In more rural environments, a lack of public transport access needs to be balanced against the contribution the proposal would make towards the rural economy of that area. Development in rural locations should preferably be sited within and adjoining settlements that benefit from key services and facilities, rather than at sporadic countryside locations.
- 5.2.32 The above Policy highlights the requirement for improvements and expansion of the active travel and public transport networks to be considered as essential components of proposals, to facilitate modal shift to non-car travel, to reduce the impact of transport-based emissions and to help promote physical activity, which is a key aim of the Bridgend Local Well-being Plan. Making active travel for transit and leisure a more attractive prospect will ensure improved health and well-being outcomes in addition to contributing to lower levels of traffic and improvements in air quality. Similarly, ensuring

public transport as a credible alternative to the private car in terms of convenience will assist in the reduction of congestion on key transport corridors.

5.2.33 The existing highway network experiences traffic congestion along certain main routes and junctions, which can have a negative impact on amenity, health and well-being and economic competitiveness. Poor air quality is a key issue in some parts of the County, with Air Quality Management Areas having been designated. Enhanced sustainable transport opportunities such as coherent active travel networks, improved traffic measures and increased overall connectivity can help improve air quality by preventing the proliferation of car based traffic due to new development.

5.2.34 All transport measures must be positively integrated into the places which they serve or pass through. They must also adhere to the user hierarchy rather than continuing to design infrastructure which supports motorised transport. Developments will also be expected, where the Council deems the potential transport implications significant, to produce a comprehensive Transport Assessment and Travel Plan. These must consider all modes of transport in line with the transport hierarchy, and develop a strategy to reduce traffic demand and mitigate transportation impacts caused by the proposal.

5.2.35 **Active Travel**

Strategic Policy 5: Active Travel

Development must maximise walking and cycling access by prioritising the provision within the site, and providing or making financial contributions towards the delivery offsite, of the following measures as appropriate:

1. Permeable, legible, direct, convenient, attractive and safe walking and cycling routes that connect the proposed development to:
 - a. surrounding settlements;
 - b. public transport nodes;
 - c. community facilities;
 - d. commercial and employment areas;
 - e. educational facilities;
 - f. tourism facilities and destinations; and
 - g. leisure opportunities;
2. Delivery of proposals identified within the Council's Integrated Network Map and Integrated Network Plan;
3. Improvements, connections, and/or extensions to:
 - a. Routes and proposals identified on the Existing Routes Map and Integrated Network Map;
 - b. The National Cycle Network;
 - c. Existing Public Rights of Way;
 - d. Existing and proposed Safe Routes to School; and
 - e. routes forming part of the green infrastructure network;
4. The delivery of infrastructure designed in accordance with the Welsh Government's Active Travel Act Design Standards, or its replacement, and any appropriate supporting standards; and

5. Facilities that encourage the uptake of walking and cycling, including but not limited to: appropriate signage; secure and convenient cycle parking; seating; on-street cycle maintenance facilities; and changing and shower facilities.

Development should not have an adverse impact on Public Rights of Way or existing routes identified by Bridgend County Borough's Integrated Network Map.

LDP Objectives	2G, 2H, 2I, 2M, 2N, 2O, 4E
PPW	4.1.25 – Active Travel
FWBA Act	A healthier Wales A Wales of cohesive communities A more equal Wales
LWBP	Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
Key Evidence	Bridgend Integrated Network Maps (INM's) Active Travel Act (2013) Manual for Streets Active Travel Design Guidance
Monitoring	To be confirmed by Deposit Stage

Explanation

5.2.36 This Policy supports new developments that incorporate well-designed safe features and facilities that will be accessible to all people to walk and cycle for everyday journeys reducing existing heavy reliance placed upon the car. The aim of this plan is to reduce the existing reliance on travel by car and help the County Borough in achieving the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the existing Route Maps.

5.2.37 Bridgend County Borough Council have produced Integrated Network Maps to identify the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities. The Council's INMs set out detailed plans for a network of active travel routes and facilities in the County Borough over the next 15 years. Further information is contained in the INMs which can be viewed on the Council's website. The INMs aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. The existing active travel routes in the County Borough include:

- Bettws
- Bridgend
- Gilfach Goch
- Maesteg
- Ogmore Vale
- Pencoed
- Pontycymer
- Porthcawl
- Pyle

- 5.2.38 The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. Opportunities should be maximised to further improve upon these routes, providing walking connections which will allow integration between new developments and existing communities.
- 5.2.39 Implementation of this policy will be facilitated through the development process. When considering development proposals, the design layout will be considered and priority will be given to the proposals that incorporate walking and cycling. A high quality design which makes a positive contribution to the distinctiveness of communities and places will be essential in ensuring walking and cycling is an attractive and popular option of travel. Developers should therefore ensure the key principles of design are employed to deliver active travel. Adherence to the Active Travel Act Design Guidance and other relevant guidance can aid in the delivery of standards of good practice.
- 5.2.40 Developments should also seek to enhance green infrastructure provision as part of active travel proposals, recognising the potential to combine natural planting, greenery and/or water systems with routes for cyclists and pedestrians. The addition of green infrastructure to active travel routes can provide numerous benefits including flood mitigation, climate change adaptation, enhanced biodiversity, improved connectivity and positive wellbeing impacts. Accompanying new development with such routes will help to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) that residents in the County Borough will likely access.



Cycle Path Network, Bridgend County Borough

- 5.2.41 Consideration of active travel will be key during the master planning of strategic sites in the County Borough. The Policy should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle. Provision of infrastructure will be secured through

planning conditions, planning obligations and Section 106 agreements. Implementation of this Policy will help tackle air borne pollution emitted from road traffic, contributing to the decarbonisation of the County Borough.

Question 4

The policies in this section relate to design and sustainable place making.

Do you have any comments to make on the related policies within this section?

5.3 To Create Active, Healthy, Cohesive and Social Communities

- 5.3.1 This section of the Preferred Strategy focusses on meeting housing needs both as a need in itself, generated from changing population characteristics, and also from the perspective that housing is an important part of the support infrastructure necessary to achieve the Council's place making agenda. The range of policy responses required to meet this need will include provision for both market and affordable housing.

The Importance of Sustainable Growth

- 5.3.2 As well as delivering new homes to meet the needs of newly forming households, increasing housing supply will provide the scale of growth needed to secure investment in infrastructure, facilities and additional benefits for local communities. Planning for such levels of development will also act as a key driver of economic growth across Bridgend and the wider region.
- 5.3.3 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 quality new homes. Delivery of new homes helps to ease some of the pressure on the housing market by boosting supply and preventing house prices rising uncontrollably in an otherwise constrained housing market. This helps to improve general market affordability and provide sufficient properties for **future generations** to live in Bridgend County Borough. In addition, housing growth provides scope to deliver **additional affordable housing** to offer safety and security for local families unable to meet their needs in the housing market. This can include social rent for those most in need and intermediate housing for first time buyers struggling to get onto the property ladder. Planning for growth therefore plays an important role in securing developer contributions to provide integrated affordable housing within new developments to foster sustainable, mixed tenure communities. The Council has prepared an updated Local Housing Market Assessment (2019) for the County Borough. This identified a need for 411 affordable units per annum (over the life of the assessment), for both social rented (280 units per annum) and intermediate affordable tenures (131 units per annum). This evidence will inform the development of detailed policies for affordable housing in the Deposit LDP, which will consider the appropriate level of affordable housing to be sought via the planning system, including viable thresholds and proportions, as well as the contribution from other sources including Social Housing Grant, Registered Social Landlord funded schemes and social lettings agencies.
- 5.3.4 Housing growth also has a huge impact on the labour market by generating **new employment opportunities**. Residential development initially creates jobs for construction workers along with those in associated occupations and supplier companies. This induces a multiplier effect, as new residents move into the vicinity and local business and services benefit from increased revenue. Longer term economic growth then becomes sustainable as investors, a skilled workforce and major employers are attracted into the area, leading to further revenue being recycled throughout the local economy. This can improve community job prospects and reduce the need for residents to commute out of the County Borough for employment purposes.

- 5.3.5 Growth in house building also brings new opportunities to **secure accompanying infrastructure** such as improved **education provision**, leisure facilities and transport links. The occupiers of the new homes ultimately place more demand on existing infrastructure, which is already at capacity in some areas. Planning for growth therefore provides a key opportunity to appraise the impacts on existing infrastructure, identify delivery requirements and then address deficiencies through planning obligations. For example, significant housing growth will give rise to demand for school places in the future. If there is limited or no spare capacity in the existing school(s), the proposed development places a burden on the community which can be resolved through developer contributions. Small levels of growth may only support interim solutions such as extensions, although sustainable growth at a strategic scale would be supported by new school provision and the other necessary infrastructure.
- 5.3.6 Equally, capacity issues at major road junctions (that may be further exacerbated by new development) can be addressed by requiring new traffic management provision, new roads, and improved public transport links to accommodate the levels of growth required. The scale of the improvements are necessarily dictated by the scale of any new development within the vicinity and comprehensively planned developments provide greater opportunities for major infrastructure upgrades including **Active Travel routes**. Sustainable levels of growth can therefore be planned for in a manner that will enable significant improvements to physical and social infrastructure to increase the functionality and attractiveness of Bridgend County Borough for residents, investors and businesses.
- 5.3.7 This section of the Preferred Strategy will be achieved via the following policies:
- **SP6 Sustainable Housing Strategy**
 - **SP7 Gypsy and Travellers**
 - **SP8 Health and Well-being**
 - **SP9 Social and Community Infrastructure**
 - **SP10 Infrastructure**

5.3.8 Sustainable Housing Strategy

Strategic Policy 6: Sustainable Housing Strategy

Land is/will be identified for the development of up to 8,333 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period (10% flexibility allowance). Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will:

1. Prioritise the re-use of previously developed (Brownfield) land;
2. Create new Sustainable Urban Extensions (SUEs) on the edge of established settlements;
3. Allocate Non-Strategic Housing Sites within, and on the edge of, established settlements;
4. Support windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land;
5. Enable exception sites within or adjoining settlement boundaries to deliver affordable housing and homes that provide for an identified local need; and
6. Support use of Place Plans to identify small, local development sites that reflect local distinctiveness and address local, specific community scale issues.

There will be a presumption against housing development in all areas outside defined settlement boundaries, unless the proposal is considered an appropriate exceptional case.

Delivery of the housing requirement is fundamental to effectiveness of the LDP and will be monitored on an annual basis through the Joint Housing Land Availability Study and the Annual Monitoring Report.

LDP Objectives	1A, 1B, 1C, 1D, 1E, 1F, 2C
PPW	3.37 – Spatial Strategy and Site Search Sequence 4.2 – Housing
FWBA Act	A prosperous Wales A resilient Wales
LWBP	Healthy choices in a healthy environment
Key Evidence	TAN1 – Joint Housing Land Availability Housing
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Mixed-use Strategic Sites allocations • Non-Strategic Residential allocations • Regeneration mixed-use developments

- Affordable Housing – this will be informed by the updated LHMA and Affordable Housing Viability Study
- Self-build / Innovative Housing guidance and allocations
- Residential Density
- Residential re-use of a building or land (within SDBs)

Explanation

- 5.3.9 Planning Policy Wales (PPW) considers a good quality, affordable home to be the 'foundation of living well which brings a wide range of benefits to health, learning and prosperity'. This is essential for improving community well-being, both now and for future generations. A key function of this Policy is therefore to provide an appropriate and sustainable supply of housing land to deliver inter-connected, balanced communities that form the basis for individuals and families to prosper in all aspects of their lives. PPW and TAN1 specifically require the Council to secure and maintain a 5 year supply of housing land, with sites that are free (or readily freed) from constraints and also economically feasible for development. This is fundamental to foster development of sustainable places and support cohesive communities, thereby contributing positively to the achievement of all seven national Well-being Goals.
- 5.3.10 As set out in Strategic Policy 1, the Plan makes provision for 8,333 new dwellings in Bridgend County Borough (10% flexibility allowance) to accommodate a housing requirement of 7,575 dwellings during the 15 year LDP period from 2018 to 2033. However, **579** units have already been built in 2018/19 as detailed in the Joint Housing Land Availability Study. This equates to 1 year of the LDP plan period and the residual provision for the remaining 14 years is 7,754 dwellings. This 10% flexibility allowance (subject to refinement in the draft Deposit Plan) has been included to ensure the Plan will remain effective in the event of changing circumstances such as non-delivery of key sites and/or other unforeseen issues. The housing requirement will be met in practice through numerous strands of housing supply, including:
- **Existing Commitments** that are already on-site and/or have planning permission and are genuinely capable of being delivered over the plan period
 - **Windfall Sites** (unidentified small and large sites) that are expected to come forward during the Plan period, based on an analysis of past trends
 - **Existing Allocations** that will be rolled forward from the previous Plan, supported by clear evidence that circumstances have changed and the sites can now be delivered
 - **New Allocations**, including key strategic, mixed use allocations along with small to medium allocations, which will be identified in the Deposit Plan following in-depth evaluation of all viable options
- 5.3.11 This plethora of housing delivery sources will ultimately be supported by viability and deliverability evidence from developers. The Deposit Plan will also contain a housing trajectory, summarising annual phasing information for all allocated sites within the plan, whilst also identifying how they will be delivered. This will enable effective monitoring of the plan and demonstrate that a 5 year land supply is maintainable throughout the entirety of the plan period. An indicative Housing Balance Sheet is set out below, which identifies how the Plan's housing requirement figure is to be met through this range of

housing supply strands. This is indicative at present, using a base date of 1st April 2019, and will be refined as the Plan progresses. Additional supporting information on each component of housing supply is detailed in the Housing Background Paper.

Table 6: Housing Balance Sheet		
Element	Number of Dwellings	Notes
Housing Requirement	8,333	Housing requirement for 2018-2033 (7,575 + 10% flexibility allowance, to be considered further in draft Deposit Plan)
Less Commitments:		
2018-19 Completions:	579	Comprising 521 units on large sites and 58 units on small sites
Existing Land Bank Commitments:	1,730	Sites have only been included if construction is already underway or they have planning permission as at 01/04/19 and they are expected to come forward over the plan period. Existing commitments by settlement is as follows: Bridgend – 895 Valleys Gateway – 472 Porthcawl – 151 Llynfi Valley – 73 Pyle / Kenfig Hill / N Cornelly – 70 Pencoed – 57 Ogmore and Garw – 12
Revised Requirement:	6,024	
Less Allowances:		
Small Sites Allowance (<10 units):	812 (58 units per annum)	The small sites allowance is calculated on the basis of the remaining 14 years of the Plan period. An allowance of 58 units per annum has been included which is a conservative estimate based on an average of small site completions over the last 10 years.

Windfall Allowance (>10 units):	448 (32 units per annum)	Windfalls allowance (large sites) is calculated on basis of the remaining 14 years of the Plan period. An allowance of 32 units per annum has been included, which is based on an average of windfall completions over the last 10 years.
Residual Requirement:	4,764	
Less Allocations:		
LDP 'Rollover' Allocations:	1,822	This includes: Parc Afon Ewenni (Bridgend) - 650 Porthcawl Regeneration Area - 1037 Ysgol Bryn Castell (Bridgend) - 135
Remaining New Allocations Requirement:	2,942	An initial assessment of Candidate Sites in relation to the Preferred Strategy shows scope for delivery of the following number of dwellings per respective settlement: Bridgend – 2,000 to 4,500 Pencoed – 500 to 800 Pyle/Kenfig Hill/N Cornelly 1,000 to 2,000 Llynfi Valley – 300 to 500 This overall total clearly exceeds the residual 2,942 'New Allocations Requirement', and, therefore, the areas of growth will be subject to significant refinement to ultimately identify specific sites within the Deposit Plan.

5.3.12 The new housing allocation requirement will be distributed to sustainable locations in accordance with the settlement hierarchy. Due regard shall be had to settlement accessibility, services, facilities and employment opportunities in order to promote sustainable forms of growth and patterns of movement. The Strategy will stringently follow a site search sequence in line with PPW. Previously developed land and/or underutilised sites located within existing settlements will be considered in the first instance, followed by suitable and sustainable sites on the edge of settlements. This will ensure that the new housing allocations will be geographically balanced with community facilities, services and employment opportunities within existing settlements. Grouping

major generators of travel demand together in this manner will help minimise the need for long journeys, reduce reliance on the private car and increase the propensity for residents to walk, cycle and utilise public transport.

- 5.3.13 The residual requirement for new allocations identified within the Housing Balance Sheet (i.e. 2,942 dwellings) could be accommodated spatially in a number of ways, evidenced by the range of dwellings indicated per settlement in the final row. This is provided to help visualise how the Preferred Strategy could be delivered, directed by the Settlement Assessment (2019). The indicative ranges of dwellings per settlement include land derived from the Candidate Sites Process that has passed an initial 'Stage 1' assessment screening, demonstrating compatibility with the Preferred Strategy in broad terms. However, the overall total clearly exceeds the residual 2,942 'New Allocations Requirement', and, therefore, it is important to note that areas of growth will be subject to significant refinement to ultimately identify specific sites within the Deposit Plan. The final selection of sites will be dependent on further detailed site assessment work including
- The ability to deliver the level of supporting infrastructure required;
 - A masterplanning process to ensure they create sustainable, cohesive, well-designed places delivered through a strong placemaking approach; and
 - A financial viability assessment to ensure the site is deliverable within the Plan period.

This analysis will provide a high degree of confidence that the sites included within the Deposit Plan are realistically deliverable, considering the full plethora of associated infrastructure requirements and placemaking principles to deliver high quality communities.

- 5.3.14 Considering all strands of housing supply collectively (i.e. extant completions, land bank commitments, small site projections, windfall site projections and new allocations), it is anticipated that spatial growth will be directed proportionately as follows:
- Bridgend Sustainable Growth Area: 54%
 - Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area: 17%
 - Porthcawl Strategic Regeneration Growth Area: 12%
 - Pencoed Sustainable Growth Area: 8%
 - Maesteg and Llynfi Valley Strategic Regeneration Growth Area: 5%
 - Other (including Local Settlements): 4%

- 5.3.15 Additional regeneration sites will also be allocated within the Deposit Plan; located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth (i.e. the Llynfi, Ogmore and Garw Valleys). However, as referenced in PPW, the housing land supply will not be dependent on these additional regeneration sites, as some will require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery. These sites will therefore be considered 'bonus sites' in addition to both the provision identified in the housing balance sheet and the 10% flexibility allowance. This recognises the fact that deliverability timescales of some regeneration sites are more difficult to specify, despite their (often) high credentials in terms of sustainable development and placemaking.

- 5.3.16 As a general principle, and in conformity with PPW, the Plan will also seek to ensure that the most efficient use is made of land. Higher densities will be generally encouraged in urban centres and near major public transport hubs, to generate a critical mass of people to simultaneously support the services and facilities within those centres and encourage the use of public transport. The existing capacities of settlements and associated infrastructure will also be considered to ensure appropriate and necessary improvements will be secured alongside new development. The role of the Plan in this respect will be to set a housing density which is challenging but also sympathetic to the amenity standards of residents and also to the character and appearance of the locality. More detailed advice on density will be included in the Deposit Plan.
- 5.3.17 The efficient density principle will be accompanied by a requirement for new housing developments to incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs. This will ensure sustainable, balanced and cohesive communities are planned for whilst delivering the housing requirement through the related land supply. The delivery of affordable housing will be an integral part of the general provision of housing in the Plan. Economically viable and deliverable allocations will facilitate this aim and ensure communities have access to sufficient, good quality, affordable housing to meet a range of needs. The 2019/20 Local Housing Market Assessment (LHMA) identified a need of 411 units per annum and an appropriate affordable housing target will be set in the Deposit Plan, recognising that the LDP will not be the only mechanism to deliver affordable housing. The Plan's contribution will therefore form part of several streams of affordable housing supply to meet this identified need, including schemes delivered through capital grant funding, self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock.
- 5.3.18 The Deposit Plan will also contain detailed policies on affordable housing provision. Development size thresholds will be specified to clarify when an affordable housing contribution will be necessary, along with affordable housing percentages to identify the level of provision that will be required in different parts of the County Borough. The thresholds for and percentages of affordable housing provision will be set with regard to the housing need identified and also viability considerations. The form of affordable housing provision will be informed by the LHMA and will primarily take the form of social rented accommodation (68% of total housing need identified) along with some intermediate tenures (32% of total housing need identified). However, this will vary on a site by site basis depending on the specific housing need identified within the respective housing market area. Where a bespoke need has been identified, and on appropriate sites, new development will also be required to provide for more specialist affordable housing provision including accessible accommodation. However, it would not be appropriate for such provision to be required on every site as this will depend on the location of the site, the type of development, viability considerations and the level of housing need identified for that area.
- 5.3.19 The Strategy recognises the role that Place Plans can have in assisting with identifying small, local development sites that reflect local distinctiveness and address local, specific community scale issues. Place Plans are to cover a community area and their preparation should ideally, although not exclusively, be led by Town and Community

Councils and/or related steering groups. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small, locally distinctive developments at a scale commensurate with the respective settlement and in accordance with the Preferred Strategy.

5.3.20 Gypsy and Traveller Accommodation

Strategic Policy 7: Gypsy and Traveller Accommodation

Proposals for new Gypsy and Traveller sites (which includes sites for Travelling Show People), and extensions to existing authorised sites, will be permitted within settlement boundaries where:

1. There is a clearly identified unmet need in accordance with the most recently undertaken Gypsy and Traveller Accommodation Assessment;
2. Necessary physical, transport and social infrastructure is accessible or will be readily provided;
3. The site is designed in accordance with appropriate Welsh Government Guidance and Circulars;
4. The scale of the proposal is appropriate with regard to the site's surroundings and setting;
5. There would be no detrimental impact on the appearance and character of the area, including the residential amenity of neighbouring occupiers or the operating conditions of existing businesses; and
6. In the case of a transit or touring site, it has good access to the primary highway network.

Proposals for a Gypsy and Traveller site, or the expansion of an existing authorised site, on land outside but adjacent to the settlement boundary will in exceptional circumstances be permitted where all of the above criteria are satisfactorily met and:

- a. The applicant has demonstrated that there are no suitable pitches available within existing authorised sites or land available within existing settlement limits;
- b. The proposal will meet an identified local need; and
- c. The site represents a logical extension to the settlement boundary and there would be no loss of important recreational, amenity or natural heritage value.

LDP Objectives	2B, 2G, 2O, 4D
PPW	4.2.35 – Gypsies and Travellers
FWBA Act	A more equal Wales
LWBP	Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities

Key Evidence	Housing (Wales) Act 2014 Welsh Assembly Government Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites Bridgend Gypsy and Traveller Accommodation Assessment 2016
Monitoring	To be confirmed by Deposit Stage

Explanation

- 5.3.21 The Policy provides a framework for the assessment of proposals for Gypsy and Traveller sites (including Travelling Show People) as defined by Section 108, Housing (Wales) Act 2014 which requires each local authority in Wales to undertake a Gypsy and Traveller Accommodation Assessment to ensure that needs are properly assessed and planned for.
- 5.3.22 Sites should be designed in accordance with advice in Welsh Government Circulars 30/2007: Planning for Gypsy and Traveller Caravan Sites; and/or 78/91 Travelling Show people which will be material considerations as appropriate in the determination of any planning applications.
- 5.3.23 Proposals will need to demonstrate that they are of an appropriate standard and design to allow residents of the site to have access to basic facilities and live in safe, cohesive and sustainable communities. The development must not have a detrimental impact on the amenity, appearance, character and environment of the area or neighbouring occupiers. Proposals must not be of a scale that would be inappropriate at that location or dominate the nearest settled community. Where business uses are proposed, the site will be required to be able to accommodate home-based business uses without detracting from the amenity, appearance, character and environment of the area or neighbouring occupiers. This may include the provision of adequate facilities and space for such activities.
- 5.3.24 Proposals will be required to demonstrate that through the siting, layout and access of the site, there would be no detriment to pedestrian or highway safety. Furthermore, proposals will need to demonstrate the site is able to provide sufficient standard of physical infrastructure facilities and access to utilities, including an adequate water supply, power, drainage, waste disposal and sewage disposal to ensure the development of the site will not pose risks to human health and well-being of residents. The site should also have adequate accessibility, including by walking and cycling, to necessary social infrastructure including education and health.
- 5.3.25 Consideration will be given to environmental factors including flood risk, ground stability, land contamination and proximity of hazardous installations to ensure the site is appropriate for residential development. Proposals outside and immediately adjacent to the identified settlement limits will only be permitted in exceptional cases.
- 5.3.26 The Gypsy and Traveller Accommodation Assessment was formally approved by Bridgend County Borough Council Cabinet and Welsh Government in 2016. The GTAA covers the period 2016-2031 and estimates the additional pitch provision needed for Gypsies and Travellers in Bridgend. For the first 5 years of the GTAA plan period, the GTAA identified no need for additional pitches, and for the remainder of the GTAA plan

period, a need for 1 additional pitch was identified. This gives a total need for the whole GTAA plan period of 1 additional pitch. In addition, transit site provision is deemed to be best considered on a regional basis, through collaboration with neighbouring local authorities via the SDP process. A new GTAA will be completed to inform the Replacement LDP.

5.3.27 Health and Well-being

Strategic Policy 8: Health and Well-being	
<p>Health inequalities will be reduced and healthy lifestyles and choices encouraged by ensuring that major development proposals:</p> <ol style="list-style-type: none"> 1. Reflect the spatial distribution of need for healthcare provision, ensuring such proposals are accessible by non-car modes and have the potential to be shared by different service providers; 2. Create sustainable places that accord with the principles of placemaking (refer to SP2) to support climate change mitigation and adaptation; 3. Are supported by appropriate social infrastructure and community facilities (refer to SP9 & SP10); 4. Are supported by a Health Impact Assessment; 5. Promote a healthy lifestyle through the utilisation of the physical and built environment, in particular maintaining and/or enhancing the extent, quality and connectivity of the Active Travel and Green Infrastructure Networks; and 6. Protect (and where possible enhance) safety, security and resilience and do not result in significant risk to life, human health or well-being, particularly in respect of air, noise, light, water or land pollution. 	
LDP Objectives	2B, 2G, 2H, 2I, 2M, 2N, 2O, 3K, 3L, 4A, 4B, 4C, 4D, 4E, 4F
PPW	3.19 to 3.24 Promoting Healthier Places
FWBA Act	A Healthier Wales A More Equal Wales A Wales of Cohesive Communities
LWBP	Best start in Life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
Key Evidence	Page – 6: Bridgend Public Services Board – Assessment of Local Well-being (April 2017)
Monitoring	To be confirmed by Deposit Stage

Explanation

- 5.3.28 This Strategic Policy reflects the direction in National Planning Policy and Guidance that health can be a material consideration in determining planning applications for new developments, and is increasingly recognised as an essential element of delivering sustainable development.
- 5.3.29 Implementation of this Policy supports the WCFG Act and also contributes to the delivery of a number of National objectives relating to healthy lifestyles including physical activity and recreation (Our Healthy Futures). The Policy also supports the objectives set out in the Bridgend Well-being Plan (LWBP):
- Best start in life.
 - Support communities in Bridgend County to be safe and cohesive.
 - Reduce social and economic inequalities.
 - Healthy choices in a healthy environment.

It is important to recognise that the LDP cannot deliver all of the objectives outlined by the LWBP. Many issues extend beyond the direct influence of 'land-use planning'. However, the LDP contributes towards creating the right conditions by ensuring that new development enables and supports their delivery.

- 5.3.30 Specifically, this policy reflects the Plan's overarching placemaking approach, by recognising that sustainable development is important in helping to encourage people to adopt an active and healthy lifestyle. This includes allowing equality of access to the development of new healthcare facilities, in addition to other social infrastructure and community facilities. New development can also encourage a healthy lifestyle by providing access to a high quality natural environment, through maximising Active Travel opportunities; ensuring integrated green infrastructure networks, enhancing and maintaining open spaces for physical activity and providing space for the opportunity of food growing through allotments.



5.3.31 Social and Community Infrastructure

Strategic Policy 9: Social and Community Infrastructure

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;
- Facilities that support the Welsh language;
- Libraries;
- Green Infrastructure and Outdoor Recreation (including parks, playing fields, equipped playing areas, informal recreation areas, open spaces, woodlands, wetlands and road verges);
- 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	2A, 2B, 2G, 2O, 3D, 3F, 4E
PPW	4.4 - Community Facilities 4.5 - Recreational Spaces
FWBA Act	A Healthier Wales A Wales of cohesive communities A more equal Wales A Wales of vibrant culture and thriving Welsh language
LWBP	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
Key Evidence	TAN 16 – Sport, recreation and open space Open Space Audits
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Protection of Social and Community Facilities • Provision of Community Buildings • Provision of Educational and Training facilities • Provision of Outdoor Recreation Facilities • Provision of Playing fields • Provision of Accessible Natural Greenspace • Provision of Allotments and Community Food Networks • Provision of Cemeteries

Explanation

- 5.3.32 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. SP9 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.
- 5.3.33 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.
- 5.3.34 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. SP13 also seeks to provide new facilities where they are needed and justified.



Ysgol Maesteg

5.3.35 **Infrastructure**

Strategic Policy 10: Infrastructure

All development proposals should be supported by adequate existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure should be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate.

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

- Affordable housing;
- Economic Infrastructure – Telecommunications / broadband infrastructure;
- Utilities;
- Educational facilities and/or their upgrades;
- Green Infrastructure and outdoor recreation;
- Renewable energy and low carbon technologies;
- Transportation Infrastructure - Improvements to the highway network, including walking and cycling routes (Active Travel) 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;
- Welsh Language.

LDP Objectives	All
PPW	3.57 - Supporting Infrastructure 4.1.5 to 4.1.57 - Transport 4.2 - Housing 5.1 - Economic Infrastructure 5.7 - Energy
FWBA Act	A Healthier Wales A Wales of cohesive communities A more equal Wales A Wales of vibrant culture and thriving Welsh Language
LWBP	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
Key Evidence	PPW TAN 2 Planning and Affordable Housing TAN 4 Retail and Commercial Development TAN 5 Nature Conservation and Planning TAN 16 Sport Recreation and Open Space

	TAN 18 Transport TAN 20 Planning and Welsh Language
Monitoring	To be confirmed by Deposit Stage

Explanation

- 5.3.36 This policy highlights the general principle that infrastructure will be required where necessary as a key element of sustainable placemaking and indicates the broad range of matters that may need to be addressed. It is important that residents to have good access to a range of services and facilities within their local area. PPW advises in para 12.1.1 that 'Adequate and efficient infrastructure, including services such as education and health facilities along with water supply, sewers, waste management, electricity and gas (the utilities) and telecommunications, is crucial for the economic, social and environmental sustainability of all parts of Wales'.
- 5.3.37 The physical and social infrastructure and services that are needed to make places function efficiently and sustainably must be fully understood. Consultation with other infrastructure providers will form part of the preparation of the Deposit Plan which will identify those capacity issues. The provision of necessary infrastructure improvements will require the Council to work in partnership with public and private investment and strategically with the Welsh Government. Any requirements must be reasonable and developers will only need to address the needs arising from their specific development.
- 5.3.38 A key principle in planning for sustainable development is the well-being of communities. Development will only be permitted where there is adequate existing physical and social infrastructure, or where there are suitable proposals to increase provision to accommodate any additional demand deriving from proposed development and, where reasonable, to address deficiencies.
- 5.3.39 Responsibility will be placed on those who will carry out the development. 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;
 - require a sum or sums to be paid to the authority on a specified date, dates or periodically.
- 5.3.40 Guidance on the use of planning obligations is provided in Planning Policy Wales 10 (2018) 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.

5.3.41 Developers are encouraged to make use of pre application discussions to identify likely requirements at an early stage. Negotiations in respect of such agreements will be conducted 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.



Wellness Village – Sunnyside, Bridgend

Question 5

This section of the Preferred Strategy focusses on meeting housing needs in accordance with the site sequence outlined in Planning Policy Wales, and ensuring that new development is supported by necessary and adequate infrastructure.

Do you have any comments to make on the related policies?

5.4 To Create Productive and Enterprising Places

5.4.1 The national strategy 'Prosperity for all: economic action plan' prepared by Welsh Government sets out a clear statement of intent to build an economy on strong foundations, to supercharge Wales' industries of the future and empower all the regions to become more productive.

5.4.2 In seeking to support the national strategy, Planning Policy Wales requires local planning authorities to encourage and support developments which generate economic prosperity and regeneration. It is emphasised that development proposals should contribute toward building a strong, responsive and competitive economy, as such local planning authorities must ensure that sufficient land of the right type is available in the right places and at the right time to support growth and innovation.

5.4.3 In a regional context, Bridgend County Borough Council forms part of the Cardiff Capital Region City Deal (CCRCD) which is a 20 year / £1.28 billion investment programme which aims to achieve a 5% uplift in the Region's GVA ('Gross Value Added' - a measure of the value of the goods produced and services delivered in the area) by delivering a range of programmes which will increase connectivity, improve physical and digital infrastructure, as well as regional business governance. **The Industrial and Economic Plan** has been developed by CCR Economic Growth Partnership to address the priorities facing the region. The Plan promotes global connectivity through investment in best in class transport systems, housing, digital infrastructure, and employable skills in order to fulfil its objectives of job creation, improved productivity and the leveraging of evergreen investment. Alongside the South Wales Metro, which is the "back bone" for the CCR Economic Plan, local partners expect the CCRCD to deliver up to 25,000 new jobs and leverage an additional £4 billion of private sector investment by 2036. The CCRCD has 6 Objectives:

1. Connecting the Cardiff Capital Region;
2. Investing in innovation and the digital network;
3. Developing a skilled workforce and tackling unemployment;
4. Supporting enterprise and business growth;
5. Housing development and regeneration; and
6. Developing greater city-region governance across the Cardiff Capital Region.

5.4.4 Building on the region's competitive advantage and opportunity within the economy the CCR will strategically target sectors for support, enabling them to grow and flourish. These will include but will not be limited to the following:

- Compound Semi-conductors, its supply chain and applications
- FinTech
- Cyber Security Analytics
- Artificial Intelligence and Data Science
- Creative Economy
- Life sciences and more specifically the medical devices and diagnostics sub-sectors
- Transport Engineering
- Automotive, trains and aircraft

5.4.5 Connectivity is critical both physically and digitally. The CCR needs reliable infrastructure that facilitates inter and intra-regional connections to boost productivity and prosperity. The current Metro plans are a significant step in this direction and further proposals will be brought forward to maximise and unlock future potential offered by its development. The CCR will continue to work closely with the UK and Welsh Governments to further develop, enhance and implement the transport network to improve links within the region, reduce congestion and connect people. A future Strategic Development Plan for South-East Wales will provide a region wide strategic focus and will enable key centres across the region to be connected ensuring that the growth of the economy is balanced and inclusive.

5.4.6 Bridgend's role in this wider ambition is significant both in terms of its strategic location as an economic hub and in the strength of its economic base and sectoral mix. Bridgend's economy is closely linked to the manufacturing sector, although it has a diverse economy with employment across a range of activities including emerging sectors such as 'life sciences'. Growth in large sectors such as warehousing/retail, professional/private services and construction has increased more rapidly in Bridgend than the national benchmarks, rendering the County Borough a significant generator of GVA, locally, regionally and nationally. In this context, the LDP will provide the framework for the County Borough to both contribute towards and capitalise on the opportunities presented by City Deal.



Pencoed Technology Park

5.4.7 Bridgend County Borough Council also has a vision to make **Bridgend a decarbonised, digitally connected smart County Borough**. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses. In achieving this vision the Council aims to: decarbonise the energy sector; stimulate economic growth; provide new job opportunities, and attract new and existing businesses to trial initiatives and grow within the County Borough.

5.4.8 From undertaking consultation with residents and businesses within the County Borough, it is clear that delivering a strong and balanced economy that provides more jobs for local people is a high priority but that the pursuit of economic growth must also align comfortably with other objectives, such as protecting and enhancing the environment and planning to meet the social needs of local communities. Therefore, the thrust of this plan's economic strategy is to 'create productive and enterprising places' by providing sufficient employment land and a variety of sites to support a diversity of employment opportunities, achieving:

- new and better-paid jobs for existing and future generations of residents; and
- a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.

5.4.9 This section of the Preferred Strategy will be achieved via the following policies:

- **SP11: Employment Land Strategy**
- **SP12: Retail and Commercial Centres**
- **SP13: Decarbonisation and Renewable Energy**
- **SP14: Safeguarding Mineral Resources**
- **SP15: Sustainable Waste Management Facilities**
- **SP16: Tourism**

5.4.10 Employment Land Provision

Strategic Policy 11: Employment Land Strategy

Opportunities for economic growth will be facilitated by directing employment generating development to the most appropriate and sustainable locations, supporting expansion of existing businesses and ensuring strong spatial alignment between housing and employment growth. This holistic employment land strategy will allocate 71.7 hectares of employment land to enable 60 hectares of new employment land to be brought forward and accommodate up to 4,995 additional jobs over the Plan period by:

1. Retaining and safeguarding the following strategic sites for employment purposes (B1, B2 & B8):
 - a. Brocastle (B1) 20 Hectares
 - b. Pencoed Technology Park 5 Hectares

Whilst the full portfolio of proposed employment site allocations required will be confirmed at LDP Deposit stage, these two sites have been specifically identified to underpin delivery of sufficient employment floor space over the Replacement LDP period;

2. Directing employment generating uses to appropriate sites within Sustainable Growth Areas and Regeneration Growth Areas in accordance with the Replacement LDP Spatial Strategy. To support this, established sustainable and viable employment sites, as identified through the Bridgend Economic Evidence Base Study 2019, will be retained and safeguarded for employment generating uses (refer to paragraph 5.3.11);
3. Managing existing employment stock by repurposing or deallocating employment sites that are no longer considered to be viable, suitable or required to meet identified employment needs in the Deposit LDP. This will provide flexibility to respond to changing market conditions and prevent sites that cannot viably be utilised for employment purposes being discounted for a more appropriate use to contribute to other identified needs;
4. Allowing small scale sustainable employment developments within local service settlements, plus appropriate rural enterprises within the countryside to help enhance and diversify the rural economy.

LDP Objectives	1A, 1B, 1E, 3A, 3B, 3C, 3E, 3H
PPW	5.4 – Economic Development 5.6 – The Rural Economy
FWBA Act	A prosperous Wales A resilient Wales
LWBP	Reduce social and economic inequalities
Key Evidence	Bridgend Economic Evidence Base Study Assessment (2019) TAN 6 – Planning for Sustainable Rural Communities (2010) TAN 23 – Economic Development (2014) Building an Economic Development Evidence Base (2015) – Prepared by Welsh Government.
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Employment Sites (allocated employment sites) • Protection of Allocated Employment Sites • D2 Class Uses on Employment Sites • New Policy which manages the release of the existing stock (see para 7.23) This provides added flexibility to respond to changing market signals and prevent sites or buildings that cannot viably be re-used from not making a contribution to housing or other needs. • New Policy: Rural employment sites

5.4.11 In order to maintain a sustainable level of employment land, and, based upon the recommendations of the EEBS, the Council will allocate and protect the sites shown in the table overleaf (7) for employment purposes through SP11. The LDP will seek to safeguard existing sites and premises where appropriate and necessary. This will ensure retention of the employment land portfolio, prevent economic growth being constrained by a lack of land and help to meet the employment needs of the local and wider economy.



Bridgend Industrial Estate

Table 7: Employment Allocations

Bridgend Sustainable Growth Area	Existing LDP Allocation Reference	Uses
Brackla Industrial Estate Bridgend Industrial Estate Coity Road Sidings, Bridgend Coychurch Yard, Bridgend Litchard Industrial Estate Parc Afon Ewenni Penybont Industrial Estate Waterton Industrial Estate Bridgend Science Park Trews Field, Bridgend Crosby Yard, Bridgend	REG1(1) REG1(2) REG1(3) REG1(4) REG1(5) REG1(6) REG1(7) REG1(8) REG1(24) REG1(35) REG1(25)	B1, B2 & B8
Porthcawl Strategic Regeneration Growth Area		Uses
Glan Road, Porthcawl REG1(15) Pwll y Waun, Porthcawl	REG1(14) REG1(15)	B1, B2 & B8
Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area		Uses
Dunraven House, near Pyle Land at Gibbons Way, North Cornelly Penllwyngwent, Ogmere Vale South Cornelly Industrial Estate Village Farm Industrial Estate Ty Draw Farm	REG1(26) REG1(28) REG1(33) REG1(34) REG1(36) SP9(4)	B1, B2 & B8
Maesteg and the Llynfi Valley Regeneration Growth Area		Uses
Coegnant, Caerau Ewenny Road, Maesteg Forge Industrial Estate, Maesteg Heol Ty Gwyn, Maesteg Spelter Industrial Estate, Maesteg	REG1(9) REG1(10) REG1(11) REG1(12) REG1(13)	B1, B2 & B8
Valleys Gateway		Uses
Abergarw Industrial Estate Bryncethin Depot Brynmenyn Industrial Estate Former Christie Tyler Site Enterprise Centre, Tondu Land west of Maesteg Rd, Tondu Land adjacent to Sarn Park Services	REG1(16) REG1(17) REG1(18) REG1(19) REG1(20) REG1(21) REG1(22)	B1, B2 & B8
Other Areas		Uses

Ffaldau Industrial Estate Georgia Pacific Green Meadow, Llangeinor Isfryn Industrial Estate Wern Tarw	REG1(27) REG1(29) REG1(30) REG1(31) REG1(37)	B1, B2 & B8
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Explanation

- 5.4.12 A significant proportion of the County Borough’s population is expected to move into the 60+ age category over the life of the Replacement LDP; 26% of the population structure was aged 60+ in 2018 and this is projected to increase to 32% by 2033. With such absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The primary objective of the Strategy and SP11 is therefore to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. This will counter-balance the ageing population and help combat out-migration of working households that would otherwise occur by planning for insufficient growth. A sustained and enhanced labour force, comprising skilled, established households, would ensure that Bridgend County Borough continues to be a desirable prospect for employers to move into or expand within, thereby stimulating economic growth and enhancing employment opportunities for local people. [This can be succinctly explained by the acronym ‘CARM’, which summarises the Strategy’s intentions to Counter-balance the ageing population by Attracting skilled, economically active households, Retaining skilled, economically active households and rendering the County Borough a Magnet for employers to move into or expand within.](#)
- 5.4.13 The Replacement LDP will therefore be underpinned by a level of growth that seeks to achieve these inter-related objectives. The growth in households as identified under Policy SP1 is largely driven by the 35-44 age group, which is estimated to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 4,995 additional jobs. This level of growth exceeds the Principal Welsh Government Projection, which is necessary for the Plan to support established, economically active households in the County Borough by pursuing a sustainable balance between employment opportunities and homes provided. Close alignment of these inter-related forms of growth will help incite economic prosperity, promote more sustainable patterns of movement and reduce the need for local people to travel long distances to work. **Further information on the rationale behind this growth option is contained in the Strategic Growth Options Background Paper.**
- 5.4.14 The 2019 Economic Evidence Base Study (EEBS) has considered this projected labour force boost alongside other employment trends including past take up of employment land and a sector based economic forecast. This has enabled evidence-based recommendations to be made on the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of PPW and TAN 23, **discussed further in the Employment Background Paper.** Put succinctly, the *baseline* economic forecast is one of limited job change in Bridgend County Borough, owing to the fact that the local economy is approaching full employment, although this

forecast masks growing and declining sectors. Some of the largest growing sectors are not those that conventionally occupy 'employment space', such as health, residential social care and education. However, there is some growth forecast in the B use class, such as office sectors, some construction and warehousing / wholesale, which normally require employment land, albeit offset by a decline in traditional manufacturing. However, the Principal Welsh Government Projection informs this forecast, which reflects a time when demographic patterns and migration flows into Bridgend were not typical and influenced by the recession.

- 5.4.15 The EEBS considers that the County Borough is not strategically constrained in this respect, and, therefore, proceeding with the higher levels of demographic growth justified (7,575 homes over the life of the LDP) is accompanied with an expectation that population and labour supply growth will also be higher. A positive employment land response is therefore necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. The EEBS asserts that a matching supply of employment land for these new jobs is therefore vital to help combat significant levels of out-commuting or shifts to migration profiles, which may otherwise be caused by the lack of a sufficient economic driver to incite and accommodate further job creation.
- 5.4.16 Rather than simply 'scale up' the economic forecast to account for this growth, an assessment has been carried out on the growing employment sectors with the expectation that these will grow faster in response to the larger labour supply. Net additional job growth is primarily expected to be outside of the B Class sectors. However, planning on the basis of zero additional B Class growth would introduce a risk that too little land is provided, which could act as a constraint to growth in itself. The EEBS therefore recommends provision of up to 4 ha of employment land per annum; 2 ha to manage 'baseline growth' and an additional 2 ha to manage the potential labour supply and job demand flowing from the projected growth. An additional margin is not deemed necessary as this assumption is considered a very positive estimate of provision, already incorporating a small contingency should new job creation be more biased to industrial as opposed to offices as the baseline forecast expects. However, re-allocation of 71.7 ha of employment land provides flexibility where the planning balance may suggest that certain sites are better used for alternative uses.
- 5.4.17 **On this basis, the Preferred Strategy identifies 71.7 hectares of employment land to enable 60 hectares of employment land to be brought forward, which could accommodate up to 4,995 jobs over the life of the Plan.** This is considered an unrestrictive and positive approach to ensure that a range and mix of site types are available across the County up until 2033; providing plentiful scope for continued investment without frustrating housing supply. This will facilitate allocation of enough land so that at least every new worker, suggested by the demographic evidence, has an opportunity to work in Bridgend's B class economy should the employment market respond positively to the increase in labour supply. The relationship between the uplifted homes, labour supply and jobs, will be kept under review in the context of the Cardiff Capital Region.
- 5.4.18 Achieving a wide and balanced portfolio of employment uses is central to the economic strategy. This will allow the local economy to attract higher value-added intensive

employment uses including, life sciences, construction, energy and decarbonisation, and telecommunications sectors. This is in addition to supporting and maintaining the significant manufacturing base and traditional B class uses that are an important facet and driver of growth for the local economy, now and in the future.

- 5.4.19 To ensure future resilience of the local economy the Council will also encourage and support the redevelopment, refurbishment and rationalisation of the existing stock of larger industrial buildings to improve the quality of employment floorspace suited to modern day needs in particular for Small Medium Enterprises (SMEs) that are so important to the Welsh and Bridgend economy.

Assessment of Existing Employment Site Allocations

- 5.4.20 The 2019 EEBS contributes further to the LDP Review evidence base by not only identifying employment land requirements for the replacement LDP period (2018-33), but also assessing the suitability of the existing employment land supply to meet these needs. The new employment land strategy set out in SP11 has also been informed by the ongoing SA process, as all existing employment land allocations and new candidate employment sites have at this stage been treated as 'reasonable alternatives' and subject to an equal base-level assessment against sustainability criteria to determine their suitability for potential allocation. This work has informed a detailed assessment, presented in the EEBS, of the suitability of the existing employment sites portfolio for re-allocation, as in accordance with TAN 23, employment sites should only be retained if they are viable, deliverable and required to meet identified needs. As the EEBS concludes that the existing employment land supply contains more than a sufficient quantum and range of suitable sites to meet identified needs, at this stage it is not considered necessary to allocate new candidate employment sites.
- 5.4.21 This assessment has resulted in a reduction in the overall employment land supply when compared to the existing LDP. However, this rationalisation will allow other uses, including residential, as enabling development on previously unviable employment sites to bring forward regeneration (including employment) opportunities across the County Borough.

Strategic Employment Sites

- 5.4.22 Based on the recommendations of the 2019 EEBS, the strategic employment sites identified in SP11 and their role in the LDP spatial strategy are set out below. The strategic employment sites are identified because of their importance in contributing to the local and wider economy. 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 local growth.
- 5.4.23 Allocating 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. By being in

public ownership there is greater control as to when and how the sites are brought forward.

- 5.4.24 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 prerequisite for development and access to these areas by means other than the car.

Brocastle, Waterton, Bridgend

- 5.4.25 Brocastle is one of the most important 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.



- 5.4.26 The site is 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 an opportunity for synergy and further integration with Parc Afon Ewenni, which is also located within relatively close proximity and represents the County Borough's most significant mixed-use development and brownfield regeneration opportunity.
- 5.4.27 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. The site is almost entirely undeveloped; measuring 46 ha in total, although the topography limits the developable area to around 20 ha. Welsh Government, as owner, is actively promoting a scheme for 71,000 sq m of employment space within the 20 ha. Planning permission has been granted for a development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. Brocastle is considered to be the County Borough's greatest asset in terms of attracting large scale employment investment to the area.

Pencoed Technology Park, Pencoed

5.4.28 Pencoed Technology Park is also owned by Welsh Government. The site straddles the eastern administrative boundary of Bridgend and RCT. The 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. It is identified as the focus of High Quality Life Sciences and manufacturing and is already the home of a number of high profile investments.



5.4.29 Substantial infrastructure is in place, including 'road stubs' to undeveloped parcels, including the land within Bridgend's administrative area, and the site is considered to be immediately available for development. Planning permission was granted in January 2017 to NHS Wales for a change of use of the former Sanken Power Systems building to create a National Imaging Academy offering a state of the art facility to train Consultant Radiologists and ancillary office work space (planning application P/17/39/FUL refers). This site was chosen by the NHS for its strategic location in the heart of 'South Wales' and proximity to the strategic road network. The creation of a National Academy is extremely positive as it demonstrates that the Technology Park is in the right location to attract new business but also has the potential to become a hub for office headquarters for both the public and private sectors. A total of 5 ha of employment land currently remain at the Technology Park, representing a highly attractive proposition for development.

5.4.30 Local Employment Sites

5.4.31 If Bridgend is to retain its competitive employment 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 SP 11 this plan also identifies a variety of employment sites suitable for all types of employment uses of varying size and type.

5.4.32 Vacant Employment Land

5.4.33 The EEBS reviewed all the existing established employment sites (defined by existing LDP Policy REG1) to identify those employment areas which have vacant land available for employment development purposes.

5.4.34 The 15 sites identified in the summary table below are those that have a realistic prospect of contributing to future employment land supply. They account for 43.7 hectares of vacant employment land, which is distributed across the County Borough and will help deliver the Regeneration and Sustainable Growth Strategy by 'creating Productive and Enterprising Places'. The Council acknowledges that B1 office uses are best located within the town centres of the County Borough, although the strategic and local employment sites also provide opportunities for office development. These

opportunities should be viewed in the context of the need to undertake a sequential test of sites, as required by national policy, and town centre first approach.

Table 8: Vacant Employment Land

Existing LDP Allocation Ref:	Sites	Total area (ha)	Total vacant land (ha)	Carry forward vacant (ha)
REG1(16)	Abergarw Industrial Estate, Brynmenyn	9.3	1.4	1.4
REG1(1) & PLA3(2)	Brackla Industrial Estate	42.8	7.7	7.7
REG1(2)	Bridgend Industrial Estate	128.2	9.2	9.2
REG1(18)	Brynmenyn Industrial Estate	29.3	6.9	2.0
REG1(4)	Coychurch Yard, Bridgend	2.7	0.1	0.1
REG1(25)	Crosby Yard, Bridgend	1.9	0.8	0.8
REG1(10) & PLA3(7)	Ewenny Road, Maesteg	7.7	3.5	3.5
REG1(31) & PLA3(17)	Isfryn Industrial Estate, Blackmill	2.9	0.4	0.4
REG1(22)	Land adjacent to Sarn Park Services	2.7	2.7	2.7
REG1(28) & PLA3(18)	Land at Gibbons Way, North Cornelly	1.7	0.0	0.0
REG1(21) & PLA3(10)	Land at Tondu	17.0	0.3	0.3
REG1(6) & PLA3(4)	Parc Afon Ewwenni	27.0	2.0	2.0
REG1(23)	The Triangle Site, (Bocam Park), Pencoed	9.9	1.0	1.0
REG1(36)	Village Farm Industrial Estate, Pyle	44.7	2.6	2.6
REG1(8)	Waterton Industrial Estate, Bridgend	127.2	10.0	10.0
	Totals	455.1	48.6	43.7

5.4.35 Rural Economy

- 5.4.36 The Plan will also support the diversification of the rural economy away from a focus on agriculture. This is particularly relevant to the County's rural areas where the Plan supports rural enterprise development. Rural enterprises are land related businesses and include traditional operations relating to agriculture and forestry, as well as other rural businesses that obtain their primary inputs from the site. Examples of these include the processing of agricultural products, land management activities and tourism enterprises. Planning Policy Wales encourages councils to provide criteria-based policies to guide unexpected (by the Plan Making process) requests for additional employment land, outside of allocations, especially in rural areas. To address PPW the use of a rural criteria-based policy whereby the advantages of a new application, outside of an allocation, will be considered. This policy needs to be scoped to reflect the Borough's general constraints and plan priorities. It is proposed that the criteria are set to afford positive weight to new applications for 'expansion' or very local re-location of firms who have operated within the settlement for a number of years (3), and where:
- a. It is demonstrated that there are no suitable buildings or sites within the settlement or nearby;
 - b. The site is previously developed land. Or it can be demonstrated that there are no suitable previously developed sites available;
 - c. The proposal is justified by a business case, demonstrating that the business is viable;
 - d. There is a named user for the development, who shall be the first occupant secured by a planning condition; and
 - e. The proposal is well related to the built form of the settlement and of an appropriate scale to the settlement.

Question 6

This section of the Preferred Strategy focusses on how the LDP will facilitate economic growth by allocating key strategic employment sites, retaining and safeguarding established employment sites that are viable, and allowing smaller scale developments within local service settlements and rural enterprises. This plethora of employment provision will provide numerous opportunities for investment and enable employers to diversify and grow their own businesses.

Do you have any comments to make on the related policies?

5.4.37 Retail Centres and Development

5.4.38 PPW requires planning authorities to establish a hierarchy of retail and commercial centres in their development plan strategy and identify boundaries for retail and commercial centres on the proposals map, distinguishing between higher order centres which have a wider range of uses and larger catchment areas, and lower order centres which are important to communities for day-to-day needs.

5.4.39 This section is informed by relevant national policy and is based on the findings of the Bridgend Retail Study 2019 which forms a key evidence based document covering the plan period. The study sets out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform emerging policies and site allocations. This follows a review of the hierarchy of centres, an assessment of key market trends, a review of the planning policy position, an assessment of shopping patterns and an assessment of quantitative and qualitative retail need.

5.4.40 Bridgend’s Retail Hierarchy is set out below and recognises the traditional and historic role and functionality of these centres. The principle of their inclusion in the hierarchy will be used positively to ensure they continue to be the principal locations for new retail, office, leisure and community facilities. In doing so the aim will be to create more reasons why people should visit such centres with a resultant increase in social and economic activity thereby retaining its viability.

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

- 5.4.41 At the top of the hierarchy, Bridgend Town Centre is centrally located within the borough and is the only centre that fulfils a sub-regional function, acting as the principal shopping centre for residents in the borough and for some communities in neighbouring authorities. The centre is highly accessible and is equipped with centrally located bus and rail stations with regular services to and from surrounding district and local centres. Evidence suggests that the centre is performing well overall and has a diverse convenience offer with various national multiple supermarket operators alongside a range of independent and specialist food store operators. The centre provides a good range of retail shops and complimentary services. The food and drink offer comprise mostly independent cafes, restaurants, public houses and takeaways with a few national operators. Other leisure uses in the centre include gyms, an amusement arcade and nightclubs. The comparison shopping offer together with the presence of leisure uses enhance the attraction of Bridgend and contributes to its sub-regional function.
- 5.4.42 The Retail Study identifies that the centre has a higher proportion of vacancy rates and a lower proportion of comparison units than the UK average, and highlights a limited fashion offer and gaps in the range of leisure uses. This is partly attributable to competition from out-of-centre comparison shopping destinations (including McArthurGlen Designer Outlet). Policies in the LDP will seek to address the performance of the centre by identifying measures to improve the quality of the town centre environment and increasing the range of commercial leisure facilities. Encouraging a greater range of leisure uses in the centre may also help to reduce vacancy rates which exceed UK average levels. In the long term (post-2028), emerging capacity for additional comparison floorspace will be focused in Bridgend Town Centre.
- 5.4.43 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.
- 5.4.44 Maesteg has been the focus of regeneration efforts evidenced in its recently improved bus station and outdoor markets. This has helped to reduce vacancy rates, and achieve an associated increase in the number of convenience, comparison and service units. Evidence confirms that Maesteg fulfils its function as a town centre serving the residents of its immediate catchment area and performs well against most indicators of vitality and viability. The convenience offer provides a good level of consumer choice with national multiple supermarket operators as well as a range of independent operators. Maesteg also has a good comparison offer for a centre of its size which predominantly serves its immediate catchment area. The LDP will seek to address opportunities to improve the quality of the town centre environment, redevelop prominent vacant units for retail or other complementary uses and expand the range of commercial leisure uses to improve the performance of the centre, diversify the range of services and enhance the night time economy in Maesteg by expanding the food and drink offer.
- 5.4.45 Porthcawl has been the focus of long-established plans for tourism-led regeneration focused along the waterfront. Evidence confirms that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides

limited consumer choice and means that most residents must travel to other centres to meet their needs. The LDP will seek to address this by identifying capacity for additional convenience floorspace in Porthcawl to increase consumer choice, promote sustainable access to main food shopping facilities and reduce the need to travel by car. Porthcawl has a good comparison offer which serves its immediate catchment area. As a tourist destination, Porthcawl benefits from a wider range of leisure uses than either Bridgend or Maesteg. The Retail Study identifies an opportunity to develop additional tourist facilities to attract increased levels of visitor spending in the town centre and secure improvements to the public realm, enhancing the vitality and viability of the centre. The proposed regeneration of Porthcawl waterfront and existing interest from retailers means there is an opportunity to secure further investment in public realm improvements in Porthcawl. New visitor facilities along Porthcawl Waterfront will improve the overall leisure offer and have the potential to increase retail spending elsewhere in the centre by enhancing the attraction of Porthcawl to visitors and residents.

- 5.4.46 At a level below in the hierarchy, there are a number of district and local centres distributed throughout the County Borough. The district centres vary in size, reflecting the varying role and function of these centres as well as other factors including: the proximity to other centres, visibility on main arterial routes, the level of residential population locally and limitations of the built environment due to the historic layout and configuration of the shop units. 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. Any new convenience floorspace proposals in designated centres should be determined based on their merits.
- 5.4.47 Development opportunities within the district and local centres are generally more limited due to their proximity to established residential areas. Most opportunities are for the redevelopment of areas within the centre rather than potential expansion. Due to the lack of interest in some centres there is likely to be further contraction to avoid the possibility of long term-vacant units. In such instances there may be the opportunity to redevelop flexible mixed-use or residential units which would still allow for future retail conversion.
- 5.4.48 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. SP12 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.
- 5.4.49 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.

5.4.50 SP12 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.

Strategic Policy 12: Retail Centres and Development

New retail, commercial, leisure and appropriate employment developments (B1) will be focused according to the following retail hierarchy within the County Borough, having regard to the nature, scale and location of the proposed development:

- Bridgend Town Centre
- Maesteg and Porthcawl Town Centres
- District Centres
- Local Centres

New retail, commercial and leisure developments should maintain or enhance the vibrancy, vitality and attractiveness of that centre, supporting the delivery of appropriate comparison and convenience retail, office, leisure, entertainment and cultural facilities.

All new development proposals within retailing and commercial centres should provide retail, community or commercial floorspace on the ground floor. Opportunities will be sought to regenerate and improve the retail environment and improve access to, and within, retail and commercial centres by all modes of transport, prioritising walking, cycling (active travel) and public transport.

Given the changing role of town centres, the town centre and core retail boundaries and the primary and secondary street frontages will be reviewed and drawn in recognition of the need for a degree of flexibility in maintaining occupancy and footfall, and to enable a tailored approach to be taken for each centre having regard to health checks, masterplans and action plans.

LDP Objectives

1a, 1c, 1d, 2d, 2e, 2f,

PPW

Section 4.3
 Para 4.3.6 Assessing Designated Centres
 Paras 4.3.10-4.3.12 Retail Hierarchy
 Paras 4.3.14-4.3.24 Meeting retail needs and allocating retail sites
 Paras 4.3.32-4.3.36 Defining Centres
 Paras 4.3.37-4.3.38 Managing Decline in Centres

FWBA Act

Well-being Goals	A prosperous Wales A resilient Wales
Key Evidence	Bridgend Retail Study 2018 PPW 10 (2018) TAN 4: Retail and Commercial Development (2016) Tan 23: Economic Development (2014)
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Retail and Commercial Hierarchy • Non A1, A2 and A3 Uses Outside of Primary Shopping Frontages • Local Retail and Commercial allocations – as part of SUEs i.e. mixed use schemes • Development in Commercial Centres – general principles • Exclusion of uses in Retailing and Commercial Centres • Retail Development outside of Retailing and Commercial Centres

Explanation

5.4.51 The policy promotes the Town, District and Local Centres, as the most appropriate and sustainable locations for locating new retail, leisure and supporting commercial development. The co-location of facilities and services at such locations will help support their long term health and vitality as convenient and attractive places to live, work, shop, socialise, access services for health and well-being, and to conduct business. It will also encourage linked trips and a reduction in travel demand. Major development will need to comply with the 'town centres first' policy contained within PPW, which highlights the role retail and commercial centres fulfil as hubs of social and economic activity, supporting the needs of local communities.

5.4.52 **Local Retail and Commercial Allocations – SUEs**

5.4.53 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. 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 SP12. The LDP will therefore contain site specific policies to facilitate 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, 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. Each site will be 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 standalone 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.

5.4.54 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. It would need to be demonstrated that the property has been actively marketed for at least 2 years prior to the submission of an application. The Council will need to be satisfied that marketing has been undertaken on reasonable terms and, as a minimum, would require sales particulars and information from sales / letting agents to be submitted as part of an application.

5.4.55 Retail Centre Boundaries

5.4.56 PPW states that planning authorities should consider making changes to retail and commercial centre boundaries where the right balance of uses is not being achieved. Changes to the retail and commercial centre boundaries may be appropriate where the periphery of the centre is in decline and regeneration initiatives are unlikely to be successful. Health checks of each of the retail and commercial centres have identified that frontages on the periphery of Kenfig Hill, Ogmere Vale and Pontycymmer district centre all show signs of decline. However, these frontages still contain a high proportion of units in commercial use at present. The Council will continue to monitor the health of these frontages closely over the plan period and consider changing the boundaries if they experience further decline.

5.4.57 Primary and Secondary Shopping Areas

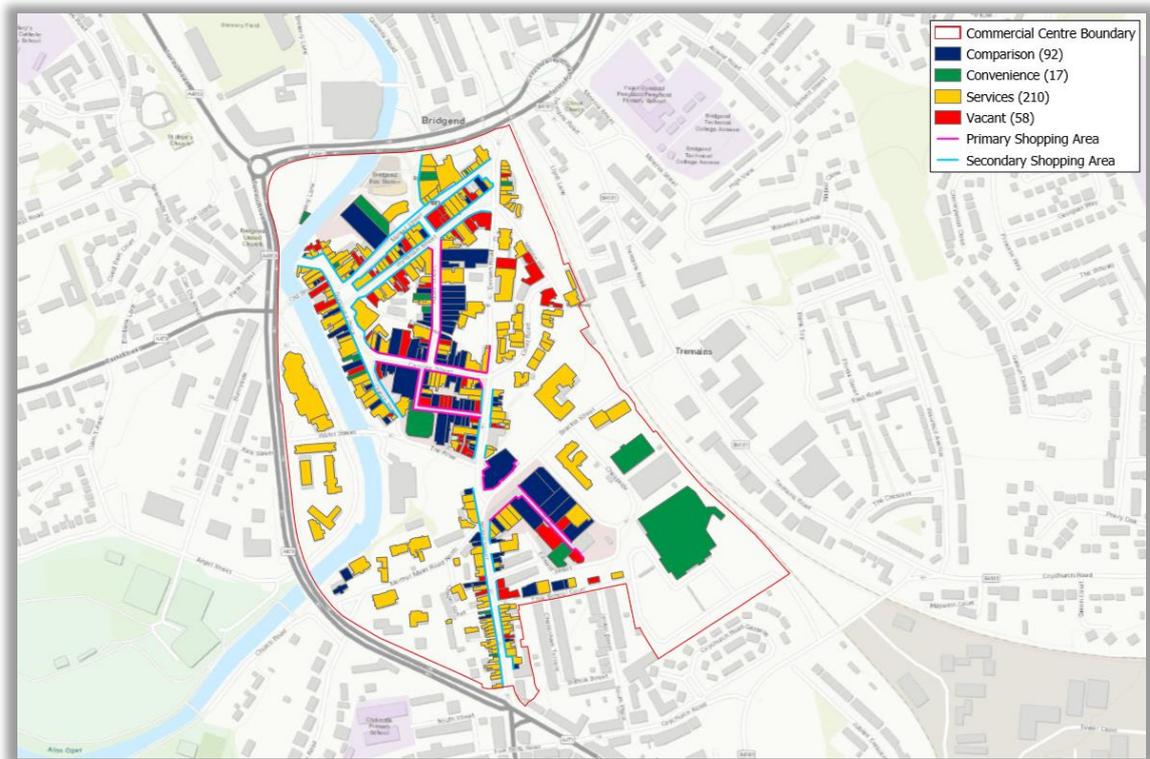
5.4.58 PPW requires local authorities to identify which centres have primary and secondary shopping areas and define these on their proposals map. Paragraph 4.3.35 states that planning authorities should consider making changes to the acceptable uses in primary or secondary areas where the right balance of uses is not being achieved. The recommended changes to primary and secondary shopping area boundaries detailed below will continue to be tested and consulted upon through the LDP Review process. The adopted primary shopping area boundaries for Bridgend, Maesteg and Porthcawl have been reviewed against the existing distribution of uses. Additional secondary shopping areas will be shown on the proposals map for Bridgend, Maesteg and Porthcawl. Clear policy expectations about the type of uses acceptable in such locations will be set out in the LDP and associated SPG. The proposed primary and secondary shopping area boundaries are shown for each centre based on definitions set out within PPW and local circumstances.

Primary Shopping Areas	Development proposals on the ground floor should be for A1 floorspace to maintain a critical mass of retail units
Secondary Shopping Areas	Development on the periphery of primary areas, where greater flexibility should exist to promote a wider range of retail uses to help address long-term vacancy rates

Bridgend

- 5.4.59 In Bridgend, the primary shopping area has been amended to include the Bridgend Shopping Centre, which has been redeveloped since adoption of the LDP. It is proposed to re-designate the adopted primary shopping area along Lower Nolton Street and Wyndham Street as a secondary shopping area to reflect the current distribution of uses. This will help promote greater flexibility and promote the potential for a wider range of uses.

Map 1: Bridgend Primary Shopping Area

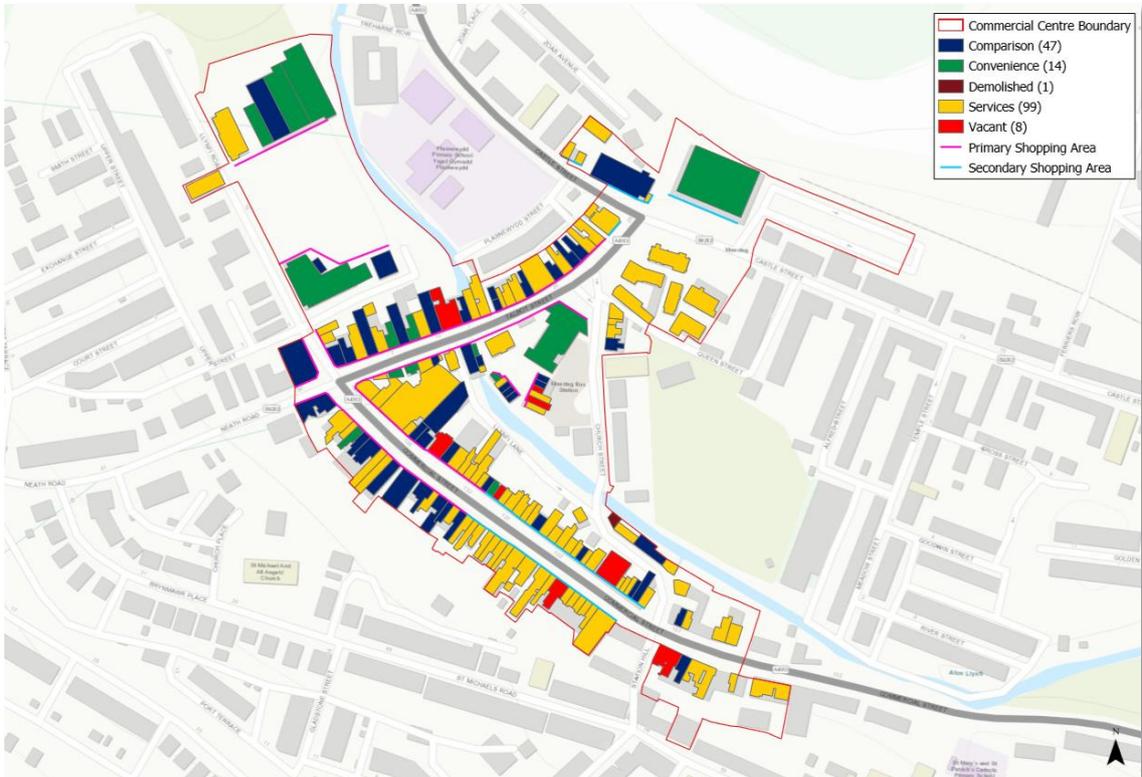


Bridgend Town Centre

Maesteg

- 5.4.60 The primary shopping area in Maesteg has been condensed to reflect the current distribution of uses. Specifically, the primary shopping area along Commercial Street will be re-designated as a secondary shopping area.

Map 2: Maesteg Primary Shopping Area

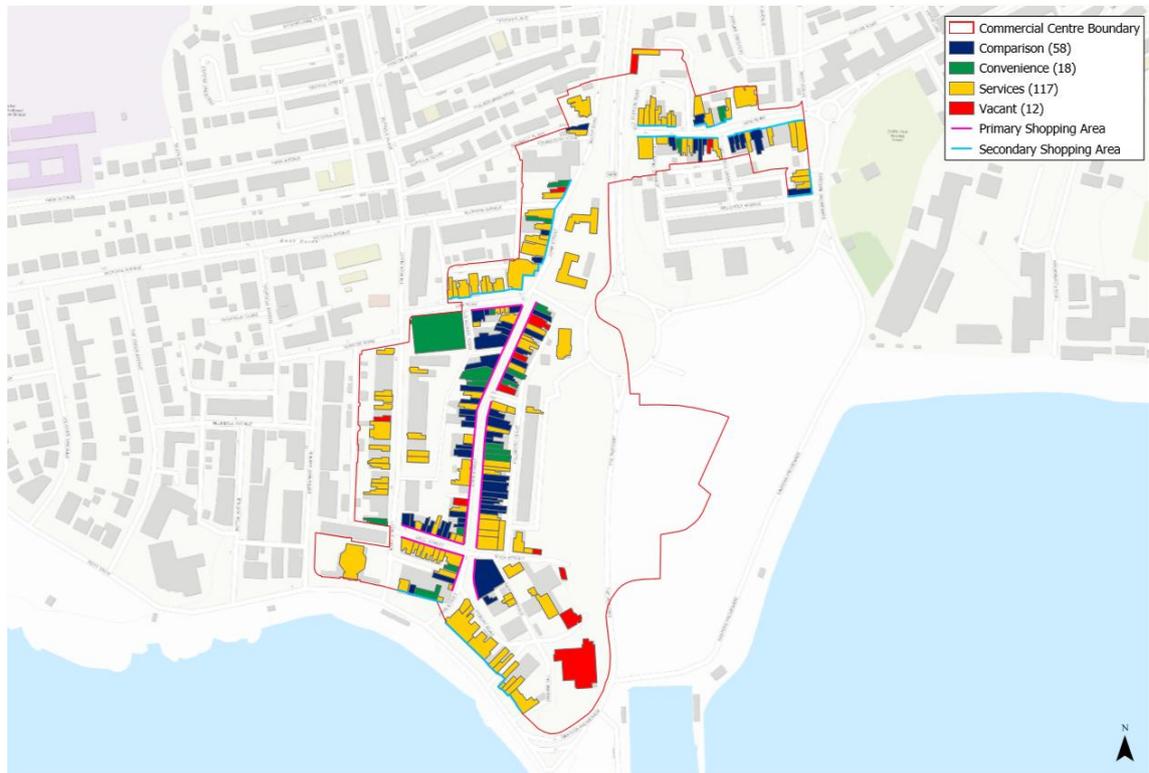


Maesteg Town Centre

Porthcawl

- 5.4.61 No changes are proposed to the primary shopping area in Porthcawl. Secondary Shopping Areas will be designated on the Esplanade, Lias Road, John St and New Road. Opportunities will be sought to improve the connectivity between John Street and New Road.

Map 3: Porthcawl Primary Shopping Area



Porthcawl Town Centre

5.4.62 Retail Development outside of Retailing and Commercial Centres

- 5.4.63 New proposals for retail development should be focused on locations within the retail hierarchy. Whilst proposals for **new** out-of-centre retail development will not be encouraged, the LDP acknowledges the presence of **existing** retail developments outside of town, district and local centres. It should be stressed that extensions within

the boundaries of these sites, increases to the allocated floorspace or relaxations/changes to the types of goods sold, will require a needs test, sequential test and retail impact assessment as advocated by national policy. This will also apply to applications which seek to vary conditions to change the types of goods sold from these sites or the subdivision of units; both of which could potentially undermine the vitality and viability of town and district centres if not properly controlled.

5.4.64 As established retailing sites, the Council would expect the sites listed below to be considered as part of the sequential test of sites for new retail development proposals on sites not allocated within the plan. The sites are well integrated into the urban fabric and are served by public transport and are accessible by means other than the car. In the interests of sustainability and the sustainable use of land therefore, the Council considers that existing sites should be examined before new edge and out-of-centre sites in terms of the appropriate place within the sequential test (i.e. existing edge of centre sites before new edge of centre sites, then existing out of centre sites before new out of centre sites). If existing sites cannot accommodate additional development, or the proposer's site performs better in terms of sustainability issues, then evidence to this affect should be included in an accompanying Retail Statement and would be a material consideration in the determination of planning applications.

5.4.65 **Table 9: Retail Development Outside of Retailing and Commercial Centres**

Existing Retail Development Outside of Retailing and Commercial Centres		
Retail development outside of Retailing and Commercial Centres will be concentrated at the following existing locations:		
Location	Existing Uses	Type
Bridgend Retail Park	Bulky Comparison & Convenience	Out-Of-Centre
Waterton Retail Park	Bulky Comparison	Out-Of-Centre
Sainsbury, Cefn Hirgoed	Convenience	Out-Of-Centre
Tesco, Brewery Lane	Convenience	Edge-Of-Centre
Tesco, Llynfi Lane, Maesteg	Convenience	Edge-Of-Centre
Bridgend Designer Outlet Village	Controlled by s106	Out-Of-Centre

5.4.66 The development of the Bridgend Designer Outlet Village at junction 36 of the M4 added a new dimension to out-of-centre retailing in the County Borough, attracting over 2 million visitors per annum. The outlet functions as a regional retailing and leisure destination and is considered as a form of shopping activity that is separate from the retail hierarchy.



McArthurGlen, Bridgend Designer Outlet Village

5.4.67 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. This will continue to be the case in respect of new development proposals at this location, in order to protect the vitality and viability of the town centres of the County Borough, whilst acknowledging the role the outlet plays in attracting visitors. The LDP will continue to acknowledge the presence of the Designer Outlet by allocating it for its own specific purpose.

Bridgend Designer Outlet Village

Land at Junction 36 of the M4 is allocated for the Bridgend Designer Outlet Village. Further expansion within this allocation will be subject to compliance with the uses specified by the section 106 agreement.

Question 7

This section of the Preferred Strategy establishes a retail hierarchy plus boundaries for retail and commercial centres, to ensure they continue to be the principal locations for new retail, office, leisure and community facilities. The aim is to increase social and economic activity having regard to the nature, scale and location of the proposed development in relation to the respective settlement.

Do you have any comments to make on the related policies?

5.4.68 **Decarbonisation and Renewable Energy**

5.4.69 Under the Environment (Wales) Act Welsh Ministers are required to ensure that net emissions in Wales are at least 80% lower than the baseline set in legislation. In 2018, Welsh Government undertook a consultation to gain views on how Wales could reduce greenhouse gas emissions by 45% between 2018 and 2030. The consultation document identifies a large range of actions that could assist with meeting this target and emphasises the importance of innovation to achieve the emissions targets, and identifies the following specific opportunities:

- Buildings: new products and delivery models for low-carbon new-builds and retrofitting;
- Industry: new technologies and processes, including Carbon Capture Use and Storage (CCUS); and
- Power: new holistic solutions to reduce energy consumption at source, generate renewable energy and optimise its distribution.

5.4.70 Recent target announcements from Welsh Government have put an emphasis on local energy generation and ownership, with:

- 70% of Welsh electricity consumption to be generated from renewable energy by 2030.
- 1 GW of Welsh renewable electricity capacity to be locally owned by 2030.
- Renewable energy projects to include an element of local ownership by 2020.

5.4.71 The prioritisation of local ownership is justified by the fact that it would give rise to more local benefits, including social benefits and financial benefits through new job creation.



5.4.72 **Renewable Energy Development Proposals**

5.4.73 Proposals for large scale energy development are classed as Developments of National Significance and are determined by Welsh Ministers. Proposals below the threshold for Developments of National Significance are determined by local planning authorities. Large scale energy developments include:

- All on-shore wind generation over 10 megawatts.
- Other renewable energy generation sites with generating power between 10 megawatts and 350 megawatts.

5.4.74 Current Welsh Government current planning policy relating to renewable energy is set out in Planning Policy Wales and Technical Advice Note 8, which identifies seven Strategic Search Areas. These are concentrated onshore wind development areas and are considered to be the most appropriate locations for large scale (>25MW) wind farm developments for efficiency and environmental reasons. One of the seven Areas (Strategic Search Area F: Coed Morgannwg) is located within Bridgend County Borough.

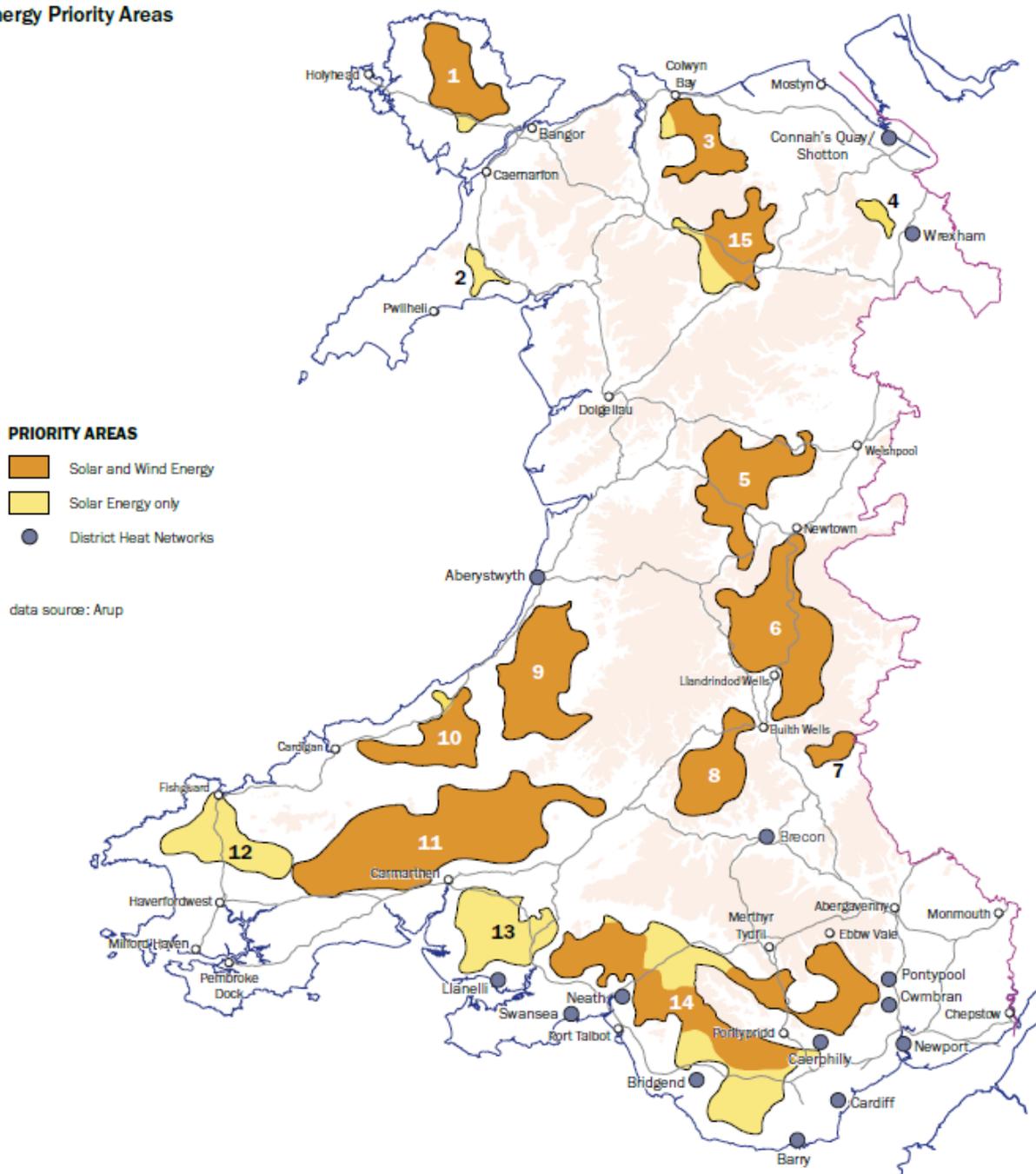
5.4.75 On 7th August 2019 Welsh Government published the **Draft National Development Framework (NDF)** for public consultation. The draft NDF's spatial priority is for large scale wind and solar development to be directed towards Priority Areas for Wind and Solar Energy shown on the map below. There is a presumption in favour of large scale on-shore wind and solar energy development in these areas, an acceptance of



landscape change and a focus on maximising benefits and minimising impacts. The draft NDF also states that communities will be protected from significant cumulative impacts to avoid unacceptable situations whereby, for example, smaller settlements could be potentially surrounded by large wind schemes. The development of Priority Areas will assist in co-ordinating strategic action, bringing a critical mass of new renewables developments together to build the case for new or reinforced grid infrastructure.

5.4.76 The draft NDF emphasises that renewable energy technologies other than wind and solar are supported in principle. The Welsh Government is preparing an Energy Atlas to identify opportunities for all types of renewable projects. Proposals will be required to ensure there is no significant unacceptable detrimental impact on the surrounding natural environment and local communities and that the development brings with it positive social, environmental and economic benefits.

Wales Energy Priority Areas



5.4.77 At a local level Strategic Policy 13 (and supporting development management policies) will assist the County Borough **transition to a low carbon, decentralised energy system** that works for its individuals, communities and businesses by encouraging renewable and low and zero carbon energy projects. This will be achieved by identifying opportunities for new renewable energy generating capacity and by defining policies that promote energy efficiency measures in buildings (existing and proposed).

Strategic Policy 13: Decarbonisation and Renewable Energy

1. Development proposals which contribute to meeting national renewable and low carbon energy and energy efficiency targets will be encouraged where it can be demonstrated that there will be no unacceptable impacts on the natural and historic environment or local communities (such as noise and air pollution) and that no other unacceptable cumulative impacts will arise. Relevant technical assessments, including statutory Environmental Statements, may be required to identify likely significant effects and to demonstrate that adequate mitigation has been incorporated into the development. The Council will support development proposals, projects and activities that:
 - a. develop and implement new energy system ideas and concepts; providing real-life case studies for the benefit of Bridgend, Wales and the UK;
 - b. contribute to the decarbonisation agenda; by introducing or directly contributing to new products, services and concepts to consumers; and
 - c. attract new and existing energy businesses to trial ideas and grow within the county, stimulate the local economy and develop employment opportunities through innovation and deployment of low carbon energy projects.

2. All new development proposals for residential, commercial and community facilities (including public service buildings) must incorporate technologies which generate energy from low/zero carbon technologies and as a minimum meet 25% of the energy needs of the development.

LDP Objectives	2I, 2P, 3K, 3L, 3M, 4A, 4B, 4C
PPW	5.7 – Energy 5.9 – Renewable and Low Carbon Energy
FWBA Act	A globally responsible Wales A healthier Wales A resilient Wales
Well-being Goals	Healthy choices in a healthy environment
Key Evidence	Renewable Energy Assessment (currently being prepared) Local Area Energy Strategy
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Renewable Energy Developments • Low Carbon Heating Technologies for New Development • Energy Efficiency Provision within the design of buildings • Parc Stormy–innovative green industries cluster

5.4.78 **Low / Zero Carbon Energy Technology in New Development (District Heating Networks)**

5.4.79 Heating accounts for almost one third of total UK carbon emissions. To achieve the 2050 target of an 80% reduction in carbon emissions, the UK must decarbonise the domestic heating market at the rate of 20,000 homes a week by 2025 – the current rate is less than 20,000 homes a year.

5.4.80 ***The Smart Systems and Heat programme (SSH)***

5.4.81 The Smart Systems and Heat programme (SSH) is a collaborative project between BEIS, Energy Systems Catapult and is designed to help innovators address this market failure and unlock the commercial opportunity of low carbon heating, by:

- Addressing the technical, regulatory, economic and social barriers that block new low carbon heat products, services and business models getting to market,
- Establishing a range of platforms, insights and modelling tools to help innovators discover new low carbon heating solutions that consumers value,
- Bringing innovators, businesses, local authorities, networks, policy-makers, regulators and consumers together to create new markets that deliver low carbon heating solutions at scale.

5.4.82 ***Bridgend Local Area Energy Strategy***

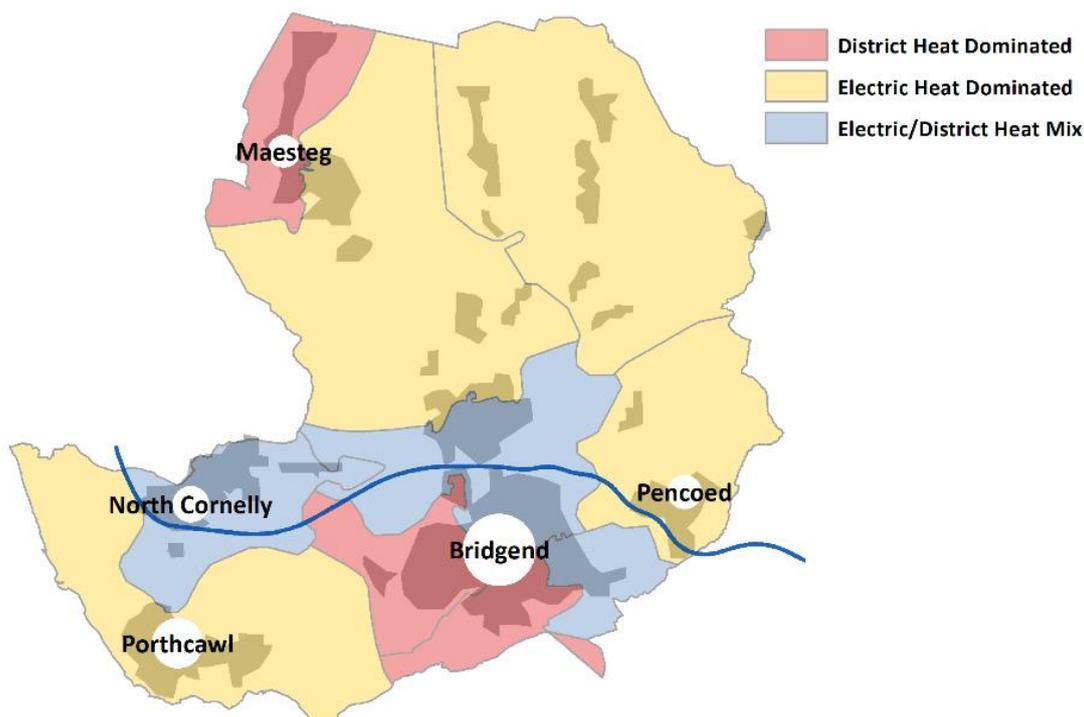
5.4.83 The initial focus of the Bridgend Local Area Energy Strategy, developed under the Smart Systems and Heat Phase 1 programme, is on decarbonising domestic heating which is a major contributor to Bridgend County Borough's carbon emissions. Decarbonising heat is critical to achieve a low carbon energy system and is a local and national challenge yet to be addressed. The near complete decarbonisation of domestic heating and hot water is required and there isn't a "one size fits all" solution. Individual homes in different locations have several possible low carbon heating options which need to be considered, and decisions need to be made at a local level. As such it is an appropriate challenge for the Council to focus on. The Council is, however, committed to decarbonising and developing localised solutions for power and transport as well as heat (across both domestic and non-domestic sectors). As such, whilst the projects and activities outlined within the Bridgend Smart Energy Plan are primarily focused on decarbonising heat, the Council would also like to lead, encourage and facilitate complementary projects that address decarbonisation of power and transport within Bridgend.

5.4.84 Bridgend piloted a whole system approach to local area energy planning as part of SSH. This investigated cost-effective pathways for reducing carbon emissions from buildings by 95% by 2050 and the near-term activities and innovation opportunities needed to enable this. The assessment of many possible future local energy scenarios was used to identify areas within Bridgend considered at this stage more likely to be suitable for development of district heat, hybrid and electric-heating solutions in combination with different levels of targeted fabric retrofit (as shown on Map 4 below). District heating emerged as the most dominant heat type selected for the more densely populated areas of Bridgend. Where no prevalent form of future network option was identified the areas

are marked as Electricity/District Heat Mix, these generally follow the route of the M4 and a combination of measures are likely to be required for decarbonisation.

5.4.85 North of the M4 in the Garw and Ogmore Valleys electrification of heat is considered to be the optimum solution for the decarbonisation of heat, although it is recognised that hybrid solutions (gas and electricity mixed) may have a role in certain cases. The Llynfi Valley is proposed to transition to a heat network solution in its upper reaches and an electrification solution in its southern reaches.

5.4.86 **Map 4: Bridgend County Borough Dominant Heating System Transitions to 2050**



5.4.87 This Smart Energy Plan formally maps out the near-term plan (up to 2025) for delivery of the first phase of the Bridgend Local Area Energy Strategy. As mentioned previously, the initial focus of the Strategy is on decarbonising of the domestic heating sector, due to the locally distinct nature of this challenge, however the Council is also committed to decarbonising and developing solutions for heat, power and transport (across both domestic and non-domestic sectors) and will actively pursue partners and project opportunities to achieve this.

5.4.88 Building upon this evidence base the deposit plan will include a detailed development management policy that seeks to ensure the use of low/zero carbon heating technologies for new development. Specifically, this policy will aim to facilitate proposals for District Heating Networks or Ground / Air Source Heat Pumps (informed by the SMP and Renewable Energy Assessment (currently being prepared)) within the County Borough, providing a highly sustainable means of heating developments. This policy will help ensure that development is designed in such a way so as to not prejudice the future development of a potentially County wide District Heating Network, and enable development to connect to it at a later date once it becomes operational. The precise alignment of the Network will only be finalised following detailed ground investigations and feasibility assessments. The policy will require developers to discuss the alignment

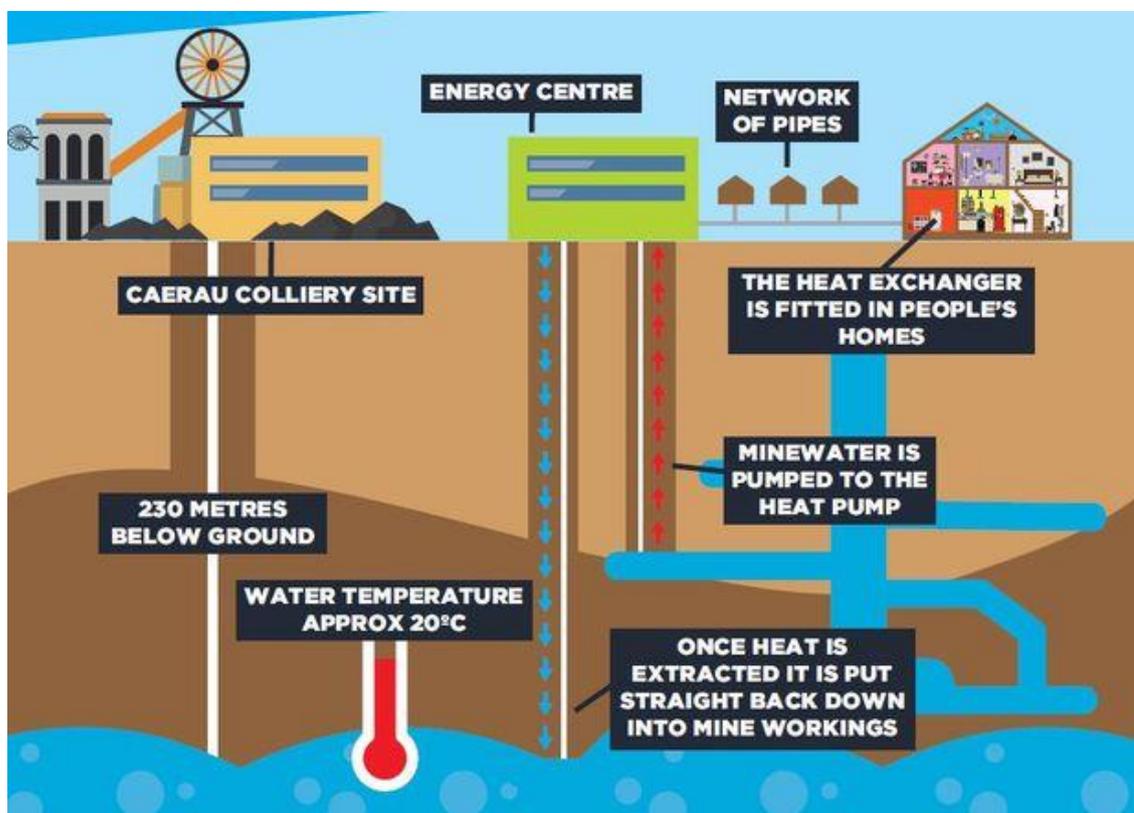
with the Council at an early stage to ascertain whether their proposals are likely to be affected. Proposed developments will need to demonstrate how the proposal will facilitate a connection to a District Heating Network, or robustly justify why the connection is not technically and/or economically viable and suggest an alternative approach.

5.4.89 Future allocations defined in the Deposit Plan are likely to be significant energy consuming developments and will be required to explore the potential of district heating or the use of ground or air source heat pumps. Therefore this policy will ensure that development proposals will need to be accompanied by an 'Energy Assessment' which investigates the potential to incorporate on-site zero and low carbon equipment and establish connections to existing sources of renewable energy. Opportunities for linking with district heating networks and where appropriate sharing renewable energy with the wider public should also be explored. The Energy Assessment will be required to set out how the proposal can make a contribution towards increased levels of energy generation from renewable or low carbon sources.

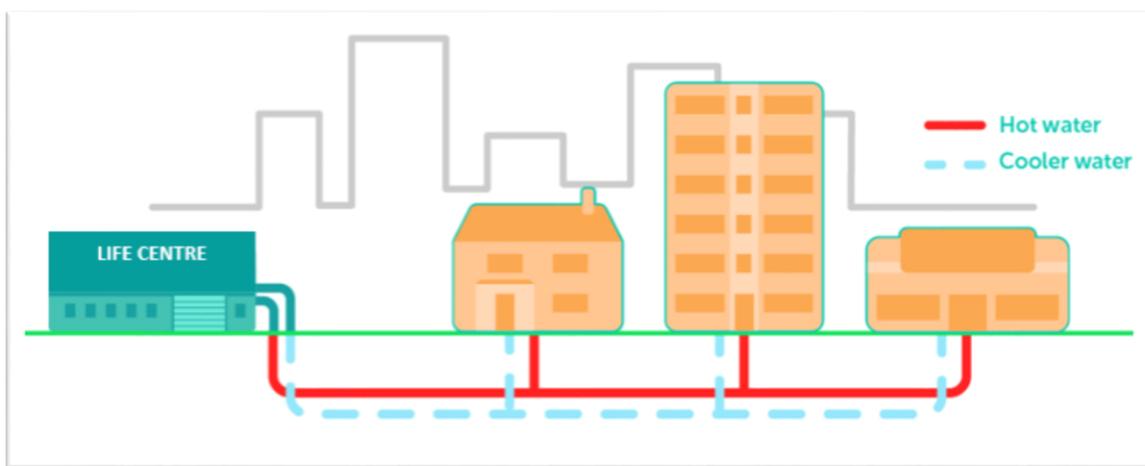
5.4.90 The policy wording for this development management policy, is detailed in Appendix 1.

5.4.91 District Heat Network Case Studies

5.4.92 **Caerau Mine Water District Heat Network** - The water within the old mine-workings has an average temperature of 20 degrees. The scheme will pump the mine water to an energy centre at the surface and use a heat exchanger to heat the water and transfer it to a clean water supply which would be transported through a district heating networks to homes.



- 5.4.93 Heat pump technology will increase the water temperature, so it is suitable for people's heating systems. The project will begin by heating around 150 nearby homes.
- 5.4.94 **Bridgend Town Heat Network** - Bridgend's Town's heat network project involves multiple phases.
- 5.4.95 The project's first phase involves the installation of a combined heat and power boiler at Bridgend Life Centre which would then be used to warm not only the leisure centre but other public, commercial and residential properties. The first phase is expected to be operational in October 2020.
- 5.4.96 The second phase is likely to be centred on the Princess of Wales Hospital, Glanrhyd Hospital and the Wildmill Estate. Future phases involve the network expanding to connect dozens of schools, houses in Brackla, the Parc Afon Ewenny development, South Wales Police Headquarters and industrial estates.

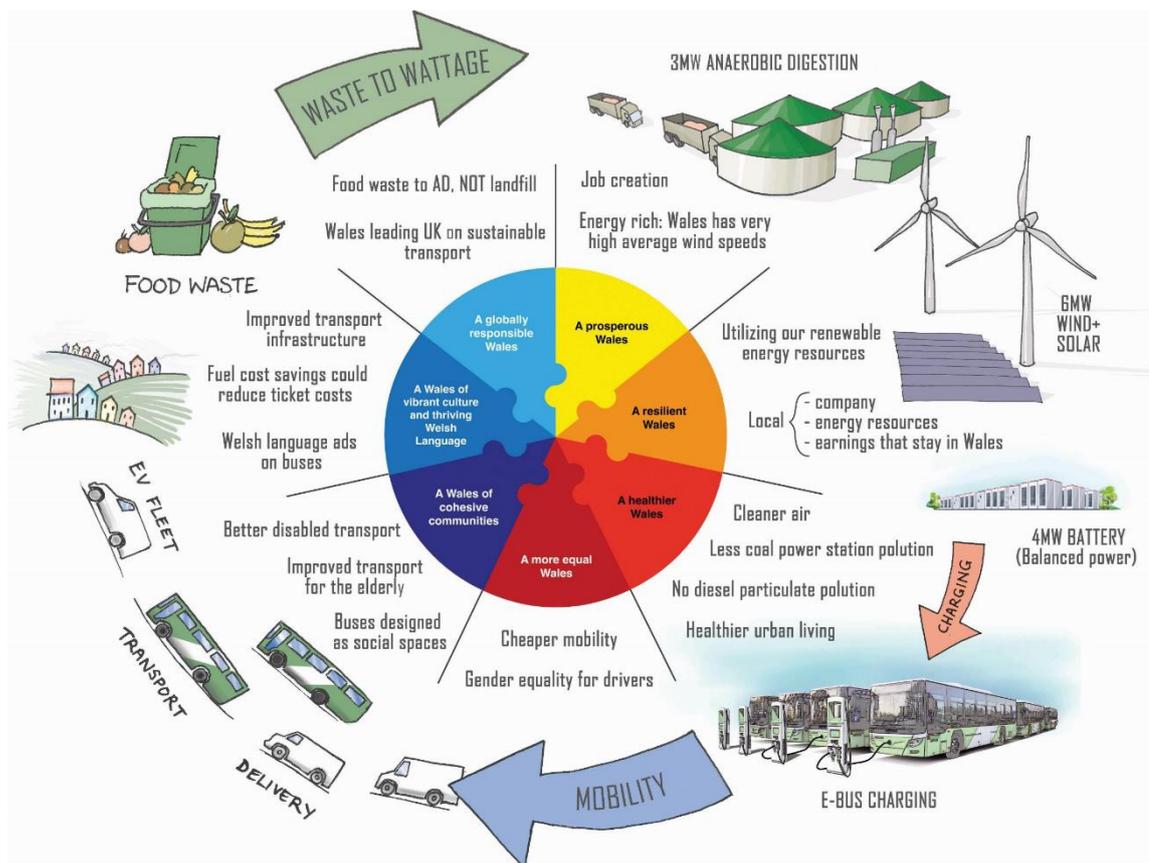


- 5.4.97 **Energy Efficiency Provision within the Design of Buildings**
- 5.4.98 The deposit plan will include a detailed development management policy that seeks to ensure that the design and standard of any new development is of a high level of sustainable design and construction and be optimised to achieve energy efficiency and zero carbon emissions. Development proposals will need to demonstrate that sustainable design standards are integral to the proposal through construction and operation, ensuring that they are considered at the beginning of the design process. The policy wording for this development management policy, is detailed in Appendix 1.
- 5.4.99 **Parc Stormy - Innovative Green Industries Cluster**
- 5.4.100 Parc Stormy is located on the former Stormy Down airfield, which is located approximately 6.5km (4 miles) west of Bridgend Town Centre. The site has excellent access to the Strategic Highway Network with close links to the A48 and M4 Junction 37. Planning Permission has been granted on the land to the east of the airfield adjoining the road running south from the A48 to the A4106 Porthcawl Road for an **anaerobic digestion plant** to generate heat and power for the cement substitute facility. Other permitted developments that exist within the site include a solar array, Tesla battery, a single wind turbine and Solcer House.



Parc Stormy

5.4.101 Cenin Renewables have submitted a planning application to create a transport hub that could support electric buses servicing the County Borough of Bridgend (Planning Application reference P/19/550/FUL refers). The newly proposed development at Parc Stormy would reflect the Well-being of Future Generation Objectives set by Welsh Government and this is further explained in the graphic below.



5.4.102 Sustainable Development of Mineral Resources

Strategic Policy 14: Sustainable Development of Mineral Resources

The efficient and appropriate use of minerals within the County will be encouraged, including the re-use and recycling of suitable minerals as an alternative to primary won aggregates. The extraction of mineral resources will be permitted where they satisfy the following criteria:

- 1) It can be demonstrated that there is a requirement for the mineral to meet the need of society either nationally, regionally or locally, and the need cannot be met from secondary or recycled materials or existing reserves;
- 2) The proposed end use of the mineral resource is appropriate and represents an efficient use of the resource;
- 3) The development would not cause demonstrable harm to the amenities of local communities, in particular with regard to access, traffic generation, noise, vibration, dust, air quality and odour;
- 4) The proposal would not result in any significant adverse impacts on public health and well-being;
- 5) There would be no significant adverse impact, including visual impact, on the landscape, natural heritage, cultural and historic environments;
- 6) There would be no significant adverse impact on the quality and quantity of controlled waters;
- 7) It can be demonstrated that no significant danger, damage or disruption would arise from subsidence or ground instability;
- 8) The minerals will be transported by rail wherever feasible; and,
- 9) Appropriate and progressive restoration and aftercare measures have been submitted, including post closure management of the site and the provision of other appropriate compensatory enhancements.

The Council will not support the development of land based unconventional oil or gas operations, including the exploration, appraisal and extraction of oil and gas by unconventional methods (including the making of exploratory boreholes).

LDP Objectives	2K, 3L, 3M, 3N, 3O, 4A, 4B, 4C
PPW	3.24 - Health Impact Assessment 5.14.1 to 5.14.57 - Minerals 5.14.39 - Protecting Special Characteristics and Qualities of Places 5.14.7 - Safeguarding Mineral Resources and Infrastructure 5.14.10 - Ensuring Supply

	5.14.22 to 5.14.23 - Aggregates 5.14.42 to 5.14.43 - Reducing the Impacts of Mineral Extraction and Related Operations
FWBA Act	A globally responsible Wales A healthier Wales A resilient Wales
LWBP	Healthy choices in a healthy environment
Key Evidence	BGS Mineral Resource Maps BGS Aggregate Safeguarding Maps Coal Authority Maps
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Development in Mineral Safeguarding Areas • Development in Mineral Buffer Zones Mineral Development

Explanation

- 5.4.103 The Policy sets out criteria against which all proposals for mineral development will be assessed.
- 5.4.104 The mineral industry is still active in the County Borough with limestone and sand and gravel still being worked at a number of different sites. Minerals are an important resource which should be protected for future generations by locating non-mineral development away from areas which are underlain by minerals of economic importance.
- 5.4.105 Given the distribution of mineral within the County Borough and the location of existing settlements it is considered inevitable that there will be some loss of mineral, however this will be minimised through careful site selection. A detailed safeguarding policy will be included to ensure that the need to protect the mineral resource is considered prior to any non-mineral development outside allocated sites or identified development boundaries. Within development boundaries the need to undertake prior extraction to address issues of instability will also be addressed.
- 5.4.106 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 14 therefore supports these national and regional policy requirements.
- 5.4.107 MTAN 1 requires LPAs to maintain a minimum 10 year supply of aggregates throughout the Plan period to ensure that national, regional and local demand are met. 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.

5.4.108 The Regional Technical Statements for the North Wales and South Wales Regional Aggregate Working Parties 2nd Review is due to be published later this year. Any additional requirements for mineral provision identified in the RTS will be incorporated into the draft Deposit Plan (due to be published in 2020).

5.4.109 Sustainable Waste Management

Strategic Policy 15: Sustainable Waste Management

The LDP will facilitate the sustainable management of waste by:

1. securing opportunities to minimise the production of waste in all development and ensuring the sustainable management of waste once it has been produced;
2. Supporting proposals for waste management which move the management of waste up the waste hierarchy (identified in national policy);
3. Supporting proposals which reduce the impacts of existing waste management on communities and the environment;
4. In order to manage waste within the County Borough in a sustainable manner, the development of in-building sustainable waste management facilities involving the transfer, treatment, re-use, recycling, in-vessel composting or energy recovery from waste, will be permitted within the following areas:
 - Land at Heol-y-Splott, South Cornelly;
 - Brynmenyn Industrial Estate, Brynmenyn;
 - Village Farm Industrial Estate, Pyle;
 - Brackla/Litchard Industrial Estate, Bridgend;
 - Waterton Industrial Estate, Bridgend; and
 - Parc Stormy.

Other areas having the benefit of lawful B2 use may be considered, provided that there are no significant adverse effects in relation to:

- i. Adjoining land uses;
- ii. Amenity of neighbouring land uses or individual properties, including the effects of traffic movement and the generation of noise, dust, fumes, vibration and odour;
- iii. The highway network;
- iv. Visual impact;
- v. Natural heritage, cultural and historic environment;
- vi. The type, quality and source of waste;
- vii. Controlled waters, including water quantity and quality;
- viii. Air Quality; and
- ix. Public health and well-being.

Development of sustainable waste management facilities in appropriate rural locations, including composting and anaerobic digestion, may also be supported subject to the above criteria.

Proposals should conform to the principles of the waste hierarchy and have regard to the nearest appropriate installation concept and self-sufficiency principles where necessary.

Preferred areas for the development of in-building waste management facilities will be identified on the Proposals Map. The co-location of waste management facilities to enable the development of heat networks will be supported, subject to the above criteria.

Proposals must be supported by an appropriate Waste Management Assessment.

LDP Objectives	3M, 3N, 3O, 4A, 4B, 4C, 4D
PPW	5.11 – Making Best Use of Material Resources and Promoting the Circular Economy 5.12 – Design Choices to prevent Waste 5.13 – Sustainable Waste Management
FWBA Act	A globally responsible Wales
LWBP	Healthy choices in a healthy environment
Key Evidence	TAN 21 – Waste Collections, Infrastructure and Markets Sector Plan
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	<ul style="list-style-type: none"> • Inert Waste • Waste Movement in New Development • Commercial and Industrial Waste

Explanation

5.4.110 Waste reduction is a cross cutting issue and opportunities to prevent or reduce the generation of waste should be made in all development, in line with the guidance provided in Planning Policy Wales (paragraph 12.6.3).

5.4.111 All proposed strategic waste management sites have been considered as candidate sites (employment or industrial use) and subject to a proportionate level of assessment through the SA Process at this stage. Further assessment to demonstrate their suitability for waste management uses will be undertaken at LDP Deposit stage. When assessing proposals for all types of waste management facilities, the extent to which the development contributes to the objectives and principles set out in the National Waste Strategy (Towards Zero Waste (2010)) and the relevant Sector Plans, in environmental, economic, and social terms, will be a material planning consideration. Planning issues which must be taken into account when preparing applications are set out within Annex C of TAN21. Developers should clearly justify why a proposal is necessary and that it meets a regional or locally identified need. A Waste Planning Assessment (WPA) will be required to support all applications for a waste facility classified as a disposal, recovery or recycling facility. The WPA should contain sufficient information to enable an

assessment of the application and its contribution to meeting the requirements set out in the Collections, Infrastructure and Markets Sector Plans. Advice regarding the information to be included within a WPA can be found in Annex B of TAN21.

5.4.112 The waste hierarchy is used to advise on waste management options, and development proposals must demonstrate that the treatment process reflects the priority order of the waste hierarchy as far as possible and how the management of waste is being driven up the hierarchy. Departure from the hierarchy should be justified through the use of a Life Cycle Assessment and be contained within the WPA. In accordance with national policy, particular regard will be given to how proposals for waste covered by Article 16 of the revised Waste Framework Directive fit with the Nearest Appropriate Installation concept and Self-Sufficiency Principles.

5.4.113 Proposals for in-building waste management facilities will be directed to the employment sites identified in SP15. Other areas having the benefit of lawful B2 use (as classified under the Town and Country Planning (Use Classes) Order) may also be considered, subject to meeting the criteria set out above in SP15.



Community Recycling

5.4.114 Tourism

5.4.115 Tourism has the potential to increase economic activity, assist regeneration and conservation, and raise general health and well-being. There can also be some negative impacts of tourism, as a result of visitor pressure, in terms of traffic congestion, harm to sensitive natural environments (for example in undeveloped coastal areas and protected areas), and to local communities. Policies in the Deposit LDP will aim to direct tourism development to locations to avoid such impacts or seek to control development to reduce negative impacts.

5.4.116 The LDP will provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County. The LDP will seek to ensure that proposals for new tourism related development are located in sustainable and accessible locations and that local communities are not adversely affected.

5.4.117 Any proposed development for tourism, sport and recreation uses located on previously used land will be encouraged where appropriate. All proposed development must be appropriate to its location and surrounding environment and not have negative landscape or environmental impact. Development which is likely to generate high levels of traffic and which is more akin to retail development, should be located within town centres where possible. Unlike housing or employment uses, it is more difficult to allocate land for specific tourism /leisure uses as the industry is more trend based and footloose. The plan will adopt a flexible policy based approach where the general principles in this policy are supplemented with more detailed criteria based policies in the Deposit Plan.



Porthcawl Sea Front

Strategic Policy 16: Tourism

Appropriate sustainable tourism developments which promote high quality accommodation, upgrade facilities and foster activity based, business, events and cultural tourism will be permitted providing developments avoid unacceptable, adverse environmental or amenity impacts and are supported by adequate existing or new infrastructure provision.

Tourism development linked to regeneration initiatives will be promoted at:

- The strategically important resort of Porthcawl;
- Maesteg and the Llynfi Valley by means of maximised opportunities linked to Afan Parc and Maesteg Town Hall;
- Local Nature Reserves, Country parks and the Coast Path; and,
- Other local hubs.

In order to support planning applications for new, or the extension of existing, tourism facilities or accommodation, developers will be required to submit a Tourism Needs and Development Impact Assessment (TNDIA) alongside their planning application. The information required within a TNDIA will be proportionate to the nature of the proposal, its scale and location.

LDP Objectives	1D, 3A, 3H, 4A
PPW	5.4 – Economic Development 5.5 – Tourism 5.6 – The Rural Economy Chapter 6 – Distinctive and Natural Places
FWBA Act	A Prosperous Wales A More Equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh Language
LWBP	Healthy choices in a healthy environment
Key Evidence	TAN 5 Nature Conservation and Planning TAN 6 Planning for Sustainable Rural Communities TAN 13 Tourism
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	New or Extended Tourist Facilities, Accommodation and Attractions Protection of Existing Tourist Accommodation

Explanation

5.4.118 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.

- 5.4.119 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.
- 5.4.120 It also seeks to protect and enhance existing tourist facilities and support proposals for new tourism-related development that widens the range of attractions and facilities to attract more visitors to the County Borough. SP16 encourages sustainable tourism initiatives which support and promote high quality activity based tourism, business, events and cultural tourism. In particular, the expansion of sustainable tourism in the Llynfi Valley will build on the links to the Valleys Regional Park and the Afan Parc development in Neath & Port Talbot, by promoting complementary infrastructure and facilities which can benefit the Llynfi Valley as a whole. Also the strategically important resort of Porthcawl.
- 5.4.121 The information required within a TNDIA will be proportionate to the nature of the proposal, its scale and location. However, as a general overview the types of information required as part of a TNDIA would be:
- Evidence to support why a development of this type is needed, for example, no such facilities or sites exist within the Locality, or there is a waiting list of people wanting to use existing visitor accommodation sites in the vicinity;
 - Evidence to show that the proposal is viable and sustainable as a tourism business;
 - Impact on the local community, for example, how the development will support the economy, number of jobs created, increased revenue/visitor spend in local economy;
 - If appropriate, how the impact on agricultural business will be mitigated, for example, loss of grazing;
 - Evidence of vacancy rates within a reasonable geographical area, as agreed with the Council, in order to demonstrate any significant unmet need;
 - Demand;
 - Assessment of the anticipated levels of vehicular traffic, parking space demand and highway safety impact;
 - Demonstration that the development is of high quality, sustainable buildings which extend the existing tourism offer; and
 - Where appropriate a Landscape and Visual Impact Assessment, including details of appropriate mitigation.

Question 8

This section of the Preferred Strategy promotes sustainable development which will contribute to meeting national renewable and low carbon energy and energy efficiency targets, including sustainable development of mineral resources and waste management.

Do you have any comments to make on the related policies?

5.5 To Protect and Enhance Distinctive and Natural Places

5.5.1 The County's natural and built environment is of high quality and represents one of its primary assets. The diversity of landscapes, habitats, species and geology, and their relationship with the urban area, contribute enormously to the County's distinctive and attractive character. The special and unique characteristics of the natural and built environment help attract investment, promote the County as a tourist location and provide cultural experiences and healthy lifestyles for its communities. Conserving and enhancing the natural and historic environment is therefore a key function of the LDP, whilst recognising the fact that this needs to be balanced alongside the need to facilitate sustainable economic growth in order to contribute to the national placemaking objectives of PPW.

5.5.2 The County contains significant areas of international and national statutory environmental designations, as well as many sites of local wildlife importance, which the plan will identify to ensure their protection and where possible, enhancement. As well as making the County a special place to live and visit, the natural environment adds to regional and local distinctiveness and is an important economic and social asset. Appropriate development will need to conserve and enhance valued countryside, landscapes, seascapes and significant geological sites, minimise impacts on biodiversity and provide where possible net gains in biodiversity whilst protecting or enhancing green infrastructure provision in recognition of its wide ranging benefits.



New Bridge, Merthyr Mawr, Bridgend

5.5.3 The historic environment is an important cultural asset and a finite, irreplaceable source of information about our past. It forms a central part of our national and local character, contributes to our sense of place and identity and contributes a key role in education, leisure and tourism. The term 'historic environment' includes those parts of the environment where the interaction of people and places over time has left traceable evidence in the modern landscape. This includes not only archaeological sites and historic buildings with statutory designations, but also the wider historic landscape and locally distinctive, valued and important buildings and features.



Coity Castle

5.5.4 This section of the Preferred Strategy will be achieved via the following policies:

- **SP17: Conservation and Enhancement of the Natural Environment**
- **SP18: Conservation of the Historic Environment**

5.5.5 **Conservation and Enhancement of the Natural Environment**

Strategic Policy 17: Conservation and Enhancement of the Natural Environment

The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. In particular, these include the nationally important Glamorgan Heritage Coast, the outstanding historic landscapes of Kenfig and Merthyr Mawr Warren, and other regionally and locally important areas. 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:

- a) The integrity of the County Borough's countryside;
- b) The character of its landscape;
- c) Its biodiversity and habitats; and
- d) 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.

The weight to be afforded to environmental designations in the determination of relevant planning applications will be based on their statutory or non-statutory status and geographical scale of designation. Proposals likely to have an adverse effect on Natura 2000 sites designated at European level must be subject to a HRA, whilst proposals within or affecting a SSSI must demonstrate how they safeguard, support or where possible enhance identified special features of the designation. The importance and features of Sites of Importance for Nature Conservation (SINCs) and local wildlife sites should also be considered as appropriate in the determination of relevant planning applications.

LDP Objectives	4A, 4B, 4C, 4D, 4E, 4F
PPW	3.60 – Managing Settlement Form – Green Belts and Green Wedges Chapter 6 – Distinctive and Natural Places
FWBA Act	A healthier Wales A Wales of vibrant culture and thriving Welsh Language A globally responsible Wales

LWBP	Best start in life Healthy choices in a healthy environment
Key Evidence	
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	Development in the Countryside Development in Green Wedges Special Landscape Areas Local/Regional Nature Conservation Sites Green Infrastructure Nature Conservation Natural Resources Protection and Public Health

Explanation

5.5.6 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.

5.5.7 Wherever possible, the LDP Strategy will seek 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. 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.



Kenfig National Nature Reserve

Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.

5.5.8 SP17 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'. 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.

5.5.9 SP17 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 will be shown on the Deposit Plan Proposals Map, and represent the 'highest tier' of Sites of Importance for Nature Conservation in the County Borough.

5.5.10 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; and of 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 NRW 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.

5.5.11 Development which affects a site of national importance for nature conservation, (a Site of Special Scientific Interest or a National Nature Reserve), will be subject to special scrutiny to establish any potential or indirect effects upon those sites. Where potential impacts remain unknown, a 'precautionary approach' will be followed by the Council weighted in favour of the preservation of those sites. Full regard will be given to Government advice and policies relevant to a site's status, its intrinsic value, and its value to the national network of such sites. Where an overriding need for a proposed development is claimed, the onus is firmly placed on any potential developer and/or owner to clearly demonstrate the case for the site's development, and why development should not be located elsewhere on a site of less significance to nature conservation. Sensitive design in conjunction with appropriate planning conditions and/or planning obligations/agreements will be pursued by the local planning authority with a view to overcoming potential adverse impacts on the environmental resource, and to ensure protection and enhancement of a site's nature conservation interest.

5.5.12 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



Rest Bay, Porthcawl

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.

5.5.13 Conservation of the Historic Environment

Strategic Policy 18: Conservation of the Historic Environment

The County Borough has a rich built heritage and historic environment. Development proposals should protect, conserve, promote or enhance the significance of historic assets, including their settings. In particular, there should be a general presumption in favour of the preservation or enhancement of the significance of historic assets and their settings:

- World Heritage Sites
- Scheduled Monuments
- Archaeological Remains
- Listed Buildings
- Conservation Areas
- Historic Parks and Gardens
- Historic Landscapes
- Historic assets of special local Interest

Any application for listed building or conservation area consent will need to be accompanied by a Heritage Impact Statement in accordance with the Historic Environment (Wales) Act 2016.

LDP Objectives	4A
PPW	Chapter 6 Distinctive and Natural Places
FWBA Act	A healthier Wales A Wales of vibrant culture and thriving Welsh Language A globally responsible Wales
LWBP	Healthy choices in a healthy environment
Key Evidence	Historic Environment (Wales) Act 2016
Monitoring	To be confirmed by Deposit Stage
Detailed Policies	Heritage Assets and Regeneration

Explanation

5.5.14 Distinctive and natural placemaking through the planning system enables local authorities to meet Welsh Government objectives to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations. The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to the character of place should be fully considered by applicants through the preparation of a heritage impact assessment and statement as part of the planning process.



Jennings Building, Porthcawl

5.5.15 The historic environment comprises all surviving physical elements of previous human activity and illustrates how past generations have shaped the world around us. The most important historic assets often have statutory protection or are included in formal registers which identify them as being of special historic interest. The County Borough comprises the following statutorily and non-statutorily recorded heritage assets:

- **Scheduled Monuments & Archaeological Remains** - there are 60 Scheduled Ancient Monuments located within the County Borough of Bridgend. When considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation *in situ* i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains. Applicants are encouraged to consult with The Historic Environment Record and Glamorgan Gwent Archaeological Trust at an early stage in considering their development proposal.
- **Listed Buildings** - these are noted for their regional or national importance as being of special architectural or historic interest. There are 373 listed buildings and structures in the County Borough. For any development proposal affecting a listed building or its setting, the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest which it possesses.
- **Conservation Areas** – There are 16 conservation areas in Bridgend County Borough, which are areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance. Special attention must be given to the desirability of preserving or enhancing conservation areas when taking planning decisions. Development proposals will be judged against their effect on the character or appearance of a conservation area as identified in the appraisal and management document. There should be a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. There is also a special provision for trees in conservation areas which are not the subject of a tree preservation orders.
- **Historic Parks and Gardens** - there are 6 Historic Parks and Gardens in Bridgend County Borough which have been included on the Statutory register of Historic Parks and Gardens in Wales. Local Planning Authorities should protect and conserve parks and gardens and their settings. It is for an applicant to show they understand the significance of a registered park or garden and the likely impact and the local authority to determine whether the impact is likely to be unacceptably damaging.
- **Historic Landscapes** – The Register of Historic Landscapes in Wales is a non - statutory advisory register but is used to make decisions at a strategic level about the historic importance of areas identified and also where development proposals require an Environmental Impact Assessment or if there is more than a local impact on the historic landscape. There is one Landscape of Outstanding Historic Interest and one Landscape of Special Historic Interest within and one adjacent to the County Borough.

- **Historic Assets of Special Local Interest** - Heritage buildings and structures which have a particular architectural or historic interest in the local context, while not meeting the strict quality standard for inclusion on the statutory list, still contribute to the conservation or enhancement of local character. Local planning authorities may choose to identify historic assets of special local interest and maintain a list of them and add them to the local historic environment record. Consideration will be given to drawing up such a list during the lifetime of the plan in conjunction with local communities with a view to helping to reinforce local character and promote high design standards.
- 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 including the history embodied in the unscheduled archaeological record.

5.5.16 The above components of the built heritage are protected by other Acts of Parliament separate from the Planning Acts, most recently The Historic Environment Wales Act 2016 which is accompanied by a suite of national and best practice guidance. 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 any of the above historic assets, or the settings of any of these, should take full account of the relevant but separate legislation and national best practice guidance. The design and access statement and / or heritage impact assessment and 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 heritage assets.

5.5.17 The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness, whilst providing for cultural experiences and healthy lifestyles. 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. Occasionally, historic assets 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 reuse of historic buildings, for the strengthening of local identity (respecting local design characteristics) and for the interpretation of hidden heritage assets. A strategy requiring 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 is required.

Question 9

This section of the Preferred Strategy seeks to conserve and enhance the natural and historic environment of the County Borough, recognising that the unique characteristics help attract investment, promote tourism, provide cultural experiences and encourage healthy lifestyles for communities. These goals need to be balanced alongside the need to facilitate sustainable economic growth.

Do you have any comments to make on the related policies?

6. How to Have Your Say

6.1.1 Bridgend County Borough Council would welcome your views on this LDP Preferred Strategy and a statutory consultation period will be held from **30th September 2019 to 8th November 2019**. The document is available on the Council's online consultation portal, copies are also available for inspection during normal opening hours at Council Offices and libraries. A series of consultation events will also be held at the following venues:

- **Portacabin at Jennings Building, Porthcawl**
7th October 12pm-6pm, 8th October 10am-1pm
- **Pyle Library**
14th October 2pm-6pm, 15th October 10am –1pm
- **Pencoed Library**
21st October 2pm-6pm, 22nd October 10am –1pm
- **Maesteg Town Council Meeting Room**
28th October 2pm-6pm, 29th October 10am –1pm
- **Bridgend Civic Offices**
4th to 8th November 2019, office hours 8.30am – 5pm

6.1.2 The closing date for the submission of comments on the Bridgend LDP Preferred Strategy is 5pm on 8th November 2019. Please submit any comments on this document to us in writing by email or post (using the standard Comment Form available online) as follows:



Visit:

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/replacement-local-development-plan-current-consultations/replacement-local-development-plan-strategy-consultation>



Email a Copy of the Consultation Form to:

LDP@bridgend.gov.uk



Post a Copy of the Comment Form to:

Development Planning, Civic Offices, Angel Street, Bridgend, CF31 4WB



Telephone the Development Planning Team on 01656 643168 for further information

6.1.3 Please note that this consultation relates to issues and topics discussed in the Preferred Strategy and is not an opportunity to make detailed comments on individual Candidate Sites. All comments should relate to the questions included at the end of each Section of the Preferred Strategy, which are designed to assist with your representation.

Question 10

Do you have any other comments to make on the Preferred Strategy?

Appendix 1: List of Retained, Amended and New Development Management Policies

The purpose of this assessment is to identify if the existing LDP Development Management Policies are functioning effectively, whether any changes are likely to be required (to reflect contextual changes and legislation) and if appropriate carried forward as new policies in the Replacement LDP. In addition, this work also identifies those policies that are being considered for removal and new policies that will be included in the draft Deposit Plan. The assessment is outlined in the table below.

Existing Development Management Policies		Commentary	Action
PLA1	Settlement Hierarchy and Urban Management	Revise as necessary to reflect reconsideration of the spatial strategy over an extended plan period.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA2	Implementation of Regeneration Strategies	Functioning effectively – however, this policy will need to be reconsidered to reflect the revised spatial strategy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA3	Regeneration and Mixed Use Development Schemes	Revise as necessary to reflect reconsideration of the spatial strategy over an extended plan period. Amendments are likely to be required in response to The Officer / Member Groups, latest evidence and public consultation. These will be considered as part of the LDP revision process.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033).
PLA4	Climate Change and Peak Oil	Functioning effectively – however the general thrust of Policy PLA4 have been incorporated into a new Strategic Policy.	Delete. Replaced by SP3: Mitigating the Impact of Climate Change
PLA5	Development in Transport Corridors	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA6	Development West of the Railway Line, Pencoed	Functioning effectively.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA7	Transportation Proposals	Functioning effectively – minor amendments may be required	Carry forward as a Development

		to reflect contextual changes, legislation and updated national planning policy.	Management Policy in the Replacement LDP (2018-2033)
PLA8	Development Led Improvements to the Transportation Network	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA9	Development affecting Public Rights of Way	Functioning effectively.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA10	Safeguarding of Disused Railway Infrastructure	Functioning effectively.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
PLA11	Parking Standards	Functioning effectively. Amend to reflect latest national guidance.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV1	Development in the Countryside	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation updated national planning policy and to accommodate any future changes to the spatial strategy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV2	Development in Green Wedges	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation updated national planning policy and to accommodate any future changes to the spatial strategy.	Green Wedge designations will be reviewed as part of the Replacement LDP process. Further work required.
ENV3	Special Landscape Areas	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation updated national planning policy and to accommodate any future changes to the spatial strategy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV4	Local/Regional Nature Conservation Sites	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation updated national planning policy and to accommodate any future changes to the spatial strategy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)

ENV5	Green Infrastructure	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV6	Nature Conservation	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV7	Natural Resource Protection and Public Health	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV8	Heritage Assets and Regeneration	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV9	Development in Mineral Safeguarding Areas	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV10	Development within Mineral Buffer Zones	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV11	Mineral Development	Revise to reflect most up-to-date Regional Technical Statement.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV12	Coal Extraction Operations	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV13	Unstable Land	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
ENV14	Inert Waste	Functioning effectively – minor amendments may be required to reflect contextual changes, legislation and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)

ENV15	Waste Management in New Development	Functioning effectively – however the general thrust of ENV15 has been incorporated into a new Strategic Policy.	Delete – Replaced by Strategic Policy 15: Sustainable Waste Management.
ENV16	Commercial and Industrial Waste	Functioning effectively – however the general thrust of ENV16 has been incorporated into a new Strategic Policy.	Delete – Replaced by Strategic Policy 15: Sustainable Waste Management.
ENV17	Renewable Energy and Low/Zero Carbon Technology	The general thrust of ENV15 has been incorporated into a new Strategic Policy.	Delete – Replaced by Strategic Policy 13: Decarbonisation and Renewable Energy.
ENV18	Renewable Energy Developments	The general thrust of ENV18 will be incorporated into a new Development Management Policy.	Delete – to be replaced with a new DM policy that covers Low Carbon Heating Technologies for New Development (refer to P120 of the main Preferred Strategy Document for further coverage).
REG1	Employment Sites	Revise as necessary to reflect findings of Employment Land Review, emerging evidence from the CCR Employment Group and overall development strategy. Amendments may be required to reflect changes in national policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG2	Protection of Identified Employment Sites	Revise as necessary to reflect findings of Employment Land Review, emerging evidence from the CCR Employment Group and overall development strategy. Amendments may be required to reflect changes in national policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG3	D2 Class Uses on Employment Sites	Functioning effectively – Revise as necessary to reflect findings of Employment Land Review, emerging evidence from the CCR Employment Group and overall development strategy. Amendments may be required to reflect changes in national policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG4	Former Stormy Down Airfield	Functioning effectively – revise policy to emphasise the	Carry forward as a Development Management Policy in

		importance of supporting innovative green industries.	the Replacement LDP (2018-2033)
REG5	Local Retailing and Commercial Development	Amend and revise as necessary to reflect revised retail strategy and capacity figures for the town centres.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG6	Primary Shopping Frontages	Revise to reflect any change in approach to town centres and updated retail requirements over an extended plan period.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG7	Non A1, A2 and A3 Uses Outside of Primary Shopping Frontages	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Delete - combine with REG6 above
REG8	Control and Exclusion of Uses in Retailing and Commercial Centres	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Delete - combine with REG6 above
REG9	Development Sites in Retail and Commercial Centres	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG10	Existing Retail Development Outside of Retailing and Commercial Centres	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG11	New Bulky Goods Retail Development Out of Centre Retail Development Sites	Functioning effectively – revise subject to updated evidence base.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG12	New or Extended Tourist Facilities, Accommodation and Attractions	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
REG13	Protection of Existing Tourist Accommodation	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM1	Residential Allocations in the Strategic Regeneration Growth Areas	Revise as necessary to reflect reconsideration of the spatial strategy over extended plan period. Amendments are likely to be required in response to	Delete. To be replaced with a new suite of residential allocation policies.

		the Officer / Member Groups, evidence and public consultation. These will be considered as part of the LDP revision process.	
COM2	Residential Allocations Outside the Strategic Regeneration Growth Areas	Revise as necessary to reflect reconsideration of the spatial strategy over extended plan period. Amendments are likely to be required in response to the Officer / Member Groups, evidence and public consultation. These will be considered as part of the LDP revision process.	Delete. To be replaced with a new suite of residential allocation policies.
COM3	Residential Re-Use of a Building or Land	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM4	Residential Density	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM5	Affordable Housing	Revise as necessary to reflect reconsideration of strategy, updated viability evidence and affordable housing requirements.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM6	Gypsy and Traveller Sites	Functioning effectively – however the thrust of COM6 has been incorporated into a new Strategic Policy.	Delete. Replaced by Strategic Policy 7: Gypsy and Travellers.
COM7	Protection of Social and Community Facilities	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM8	Provision of Health and Well-Being Facilities	Functioning effectively – minor amendments may be required to reflect, legislation, contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM9	Provision of Community Buildings	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM10	Provision of Educational and Training Facilities	Functioning effectively – minor amendments may be required to reflect contextual changes	Carry forward as a Development Management Policy in

		and updated national planning policy.	the Replacement LDP (2018-2033)
COM11	Provision of Outdoor Recreation Facilities	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM12	Provision of Playing Fields	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM13	Provision of Accessible Natural Greenspace (including public open space)	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM14	Provision of Allotments and Community Food Networks	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)
COM15	Provision of Cemeteries	Functioning effectively – minor amendments may be required to reflect contextual changes and updated national planning policy.	Carry forward as a Development Management Policy in the Replacement LDP (2018-2033)

Question 11 – Existing Development Management Policies

This assessment seeks to identify if the existing LDP Development Management Policies are functioning effectively, whether any changes are likely to be required (to reflect contextual changes and legislation) and if appropriate carried forward as new policies in the Replacement LDP.

Do you agree with the recommendations above?

New Development Management Policy Coverage

The following table identifies new detailed planning policy coverage for the Replacement Local Development Plan.

New Policy Coverage	Commentary
Mixed-use Strategic Sites Allocations	This policy will identify and allocate the key strategic mixed-use sites that are essential to the overall deliverability of the plan. The policy will also include the key design parameters and infrastructure requirements.
Non – Strategic Residential Allocations	This policy will identify and allocate non-strategic residential allocations.
Mixed-use regeneration sites	This policy will allocate mixed-use sites (including residential) on under utilised brownfield land demonstrating high credentials in terms of sustainable development and placemaking. The housing land supply will not be dependent on these sites as there is recognition that these key regeneration sites require longer lead-in times, remediation-based pre-development and more detailed strategies to deliver.
Houses in Multiple Occupation	Recent changes in legislation have given Local Planning Authorities (LPAs) the opportunity to formally control proposals for Houses in Multiple Occupation (HMOs) within their communities. It is recognised by Welsh Government and at a local authority level that an over concentration of HMOs in an area can have negative impacts on a community. This policy will seek to ensure the effective management of Houses in Multiple Occupation. Also after the adoption of the Replacement LDP a SPG will be prepared with the purpose of providing guidance on standards of HMOs and how they should be developed.
Self and custom build	This policy will seek to promote self-build and custom build development. Feasibility work will be undertaken to determine the worth of preparing a Local Development Order to simplify the planning process and enable housing development to be brought forward more quickly.
Managing the release of existing employment stock	This policy will seek to effectively manage the release of the existing employment stock. This policy will add flexibility to respond to changing market signals and encourage alternative uses for sites or buildings that cannot viable re-used for employment purposes.
Rural Employment Sites	The Plan will also support the diversification of the rural economy away from a focus on agriculture. This is particularly relevant to the County's rural areas where the Plan supports rural enterprise development. Rural enterprises are land related businesses and include traditional operations relating to agriculture and forestry, as well as other rural businesses that obtain their primary inputs from the site. Examples of these include the processing of agricultural products, land management activities and tourism enterprises. Planning Policy Wales encourages councils to provide criteria-

	<p>based policies to guide unexpected (by the Plan Making process) requests for additional employment land, outside of allocations, especially in rural areas. To address PPW the use of a rural criteria-based policy whereby the advantages of a new application, outside of an allocation, will be considered. This policy needs to be scoped to reflect the Borough's general constraints and plan priorities. It is proposed that the criteria are set to afford positive weight to new applications for 'expansion' or very local re-location of firms who have operated within the settlement for a number of years (3), and where:</p> <ul style="list-style-type: none"> a) It is demonstrated that there are no suitable buildings or sites within the settlement or nearby; b) The site is previously developed land. Or it can be demonstrated that there are no suitable previously developed sites available; c) The proposal is justified by a business case, demonstrating that the business is viable; d) There is a named user for the development, who shall be the first occupant secured by a planning condition; and e) The proposal is well related to the built form of the settlement and of an appropriate scale to the settlement.
<p>Low Carbon Heating Technologies for New Development</p>	<p>This new DM policy covers Low Carbon Heating Technologies for New Development (refer to P120 of the main Preferred Strategy Document for further coverage).</p> <p>The Council is updating its Renewable Energy Assessment (REA) which evaluates the potential energy capacity of renewable and low carbon technologies in the County (incorporates the Smart Energy Plan). Initial findings of the REA suggest that there is significant potential within the whole of the County for the development of renewable and low/zero carbon technologies and developers are required to explore all aspects of the County's capability to contribute to significantly lowering UK Carbon emissions within the energy sector. The REA will be kept under review throughout the Plan Period.</p> <p>Therefore, this Policy will aim to facilitate proposals for District Heating Networks or Ground / Air Source Heat Pumps (in accordance with REA / SMP) within the County, providing a highly sustainable means of heating developments. The Policy will ensure that development is designed in such a way so as to not prejudice the future development of a potentially County wide District Heating Network, and enable development to connect to it at a later date once it becomes operational. The precise alignment of the Network will only be finalised following detailed ground investigations and feasibility assessments. Developers should discuss the alignment with the Council at an early stage to ascertain whether their proposals are likely to be affected. Proposed developments will need to demonstrate how the proposal will facilitate a connection to a District Heating Network,</p>

	<p>or robustly justify why the connection is not technically and/or economically viable and suggest an alternative approach.</p> <p>Future allocations defined in the Deposit Plan are likely to be significant energy consuming developments and will be required to explore the potential of district heating or the use of ground or air source heat pumps. Development proposals will need to be accompanied by an 'Energy Assessment' which investigates the potential to incorporate on-site zero and low carbon equipment and establish connections to existing sources of renewable energy. Opportunities for linking with district heating networks and where appropriate sharing renewable energy with the wider public should also be explored. The Energy Assessment will be required to set out how the proposal can make a contribution towards increased levels of energy generation from renewable or low carbon sources.</p>
<p>Energy Efficiency Provision within the Design of Buildings</p>	<p>This new DM policy will seek to ensure that the design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised to achieve energy efficiency and zero carbon emissions. Development proposals should demonstrate that sustainable design standards are integral to the proposal through construction and operation, ensuring that they are considered at the beginning of the design process. Developments should be energy efficient and zero carbon by ensuring that:</p> <ul style="list-style-type: none"> a) Buildings are sited and orientated to achieve maximum passive solar gain. b) High quality, thermally efficient building materials are used. c) Energy efficiency measures such as loft/wall insulation, double/triple glazing are installed. d) Non-residential developments should aim to meet BREEAM standard "Excellent". e) It incorporates on site energy generation technologies to meet as a minimum 25% of the energy needs of the development. f) The retrofit of heritage properties is encouraged to reduce energy demand and generate renewable energy where appropriate, providing the historic characteristics of the building are protected. g) Where retrofit is carried out to existing buildings energy efficiency/generation measures are incorporated where feasible.

Question 12 – New Development Management Policy Coverage

This assessment identifies new Development Management policies that will be included in the draft Deposit Plan.

Do you agree with the recommendations above?

Appendix 2: Regeneration and Strategic Site Options – Assessment

- 1.1. This section provides a summary of major sites within the County Borough that could potentially accommodate the level of growth indicated in Policy SP1.
- 1.2. The areas identified include regeneration sites within existing settlement boundaries on previously developed land and new allocations on the edge of existing urban settlement boundaries, which could accommodate a range of development options. Larger-scale mixed use sustainable development opportunities are the preferred approach as development of this scale provides the critical mass to deliver the essential supporting infrastructure and ability to deliver Welsh Government's place-making agenda. The sites identified include those submitted through the Candidate Sites process, potential rollover sites from the existing LDP and sites that have emerged from the findings of background studies undertaken as part of the LDP review.
- 1.3. The broad areas identified will be subject to further detailed assessment including SA/SEA, viability appraisal, highway assessment, infrastructure delivery and masterplanning as the LDP progresses.

2. MAESTEG AND LLYNFI VALLEY REGENERATION GROWTH AREA



2.1 Regeneration Site: LAND SOUTH OF PONT RHYD-Y-CYFF

Area: 19 Ha

Proposed Development: Mixed Use – Residential, Commercial, Leisure, Education and Employment

Candidate Site Ref: 287.C1; 305.C7; 325.C1; 352.C21



2.1.1 SITE AND SURROUNDINGS

Site Description

This cluster of four sites is situated to the south of Pont Rhyd-y-cyff, directly adjoining the existing settlement boundary and clustered around Ysgol Gyfun Gymraeg Llangynwyd. In total, the four sites comprise 19.5 hectares (48.3 acres).



Proposed Use of Land

It is proposed that the sites are allocated for mixed use development that could collectively deliver approximately 500 new homes that would retain and complement the existing school. Individually, these sites may not prove conducive to sustainable development in their own right due to their relative isolation. However, in combination, they could form a more well-connected, socially inclusive and sustainable development opportunity that anchors the existing school more closely to the established settlement of Pont Rhyd-y-cyff. On this basis, the four sites will be considered as a single site ('the site') for the purpose of this analysis.

Access points from the A4063 already exist to the school itself and the south-eastern part of the site as the latter was a former service station. Additional access points could also be created off the A4063 to further serve the site. Alternative access is available via Parc-Tyn-y-Waun to the north east, where one of the landowners maintains a right of access.

Site Surroundings

The site is bound to the north by the settlement of Pont Rhyd-y-cyff, to the east by the Llynfi River and the Bridgend to Maesteg railway and to the south and west by greenfield agricultural land. The site is intersected by the A4063 which connects the site to the major settlement of Maesteg (4km/2.5 miles) to the North and to Junction 36 of the M4 (9km/5.6 miles) and Bridgend to the South.

2.1.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

The site lies within a Special Landscape Area and any proposal will need to provide measures to reduce adverse effects and/or visual intrusion on the wider landscape.

There are two Sites of Importance for Nature Conservation (SINCs) to the south of Pont Rhyd-y-cyff. The first (Ty'n-y-Waun) lies to the south west and comprises marshy grassland and semi-natural woodland. The second (Lletty Brongu) lies to the south east and comprises ancient woodland. Development proposals will need to demonstrate and provide compensatory or mitigation measures to minimise impact.

A number of Tree Preservation Orders also border the edge of the Pont Rhyd-y-cyff settlement boundary and run through the north east of the site. Any future development activity would thus need to be sympathetic to the retention of these trees as appropriate.

Key issue to be resolved: A detailed Landscape and Visual Impact Assessment will be required to assess impact on the Special Landscape Area

Heritage

The site is not located within a Conservation Area. A farm house to the west of the site is a Listed Building, although this is not directly adjoining the boundary of the site.

Flood Risk

The majority of the site is not within a flood zone, although the north eastern edge is designated as Flood Zone C2; land which is without significant flood defence infrastructure. Provision could be made to include an area of attractive open space and landscaping within this parcel of the site. This would help encourage walking and cycling and improve pedestrian links to the rest of the settlement via the existing level crossing immediately to the north-east.

2.1.3 ACCESSIBILITY CREDENTIALS

The site is located on the edge of Pont Rhyd-y-cyff, benefitting from local services whilst also being in close proximity to the major settlement of Maesteg, which is a significant hub for service, employment and retail provision. There is a network of footways in close proximity, which allows easy pedestrian movement between the site, Pont Rhyd-y-cyff and Maesteg, albeit any proposal will need to provide improvements for pedestrians crossing from the site. There are limited facilities in the vicinity of the site which are cycling specific. However, much of the public highway network is urban in nature and is therefore suitable to accommodate cyclists. A Public Right of Way dissects the centre of the site, running from behind Ysgol Gyfun Gymraeg Llangynwyd to a level crossing at the edge of Pont Rhyd-y-cyff. This may need to be diverted but retained and integrated into the design of the development.

Public Transport

The nearest bus stop is directly opposite Ysgol Gyfun Gymraeg Llangynwyd, served by routes to Maesteg and Bridgend. Garth Railway Station is 1.9 km (1.2 miles) to the north of the site, which is on the Maesteg to Cardiff Line. Capacity improvements are due on this railway line and communities along this route can expect to see improvements to services. A Sunday service is planned and refurbished rolling stock is also being introduced in 2019, which will increase seating capacity from 120 to 190 (per each three carriage service). This rolling stock will be in use between 2019 and 2022 until Transport for Wales introduce new trains which will increase capacity to a total of 425 along the route.

Active Travel

The site is accessible from the public highway and within 800m or less of a public transport access point / active travel route. Improved links to Garth Railway station would further bolster the range of public transport opportunities available to render this site a sustainable and accessible location.

2.1.4 INFRASTRUCTURE REQUIREMENTS

Education

Development of this scale would not generate sufficient pupil numbers to justify the construction of a new school. However, there is both a primary and secondary school in close proximity to the site and a Welsh medium school is incorporated within the site boundary. Education Capacity Assessments are currently being undertaken to assess the impacts of such a scheme on local education facilities and to ascertain the likely nature of any planning obligations required.

Key issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. This section will be updated when the outcomes of this assessment are known.

Utilities

Llynfi Biomass Power Station is located approximately 2 km south east from the Site and there is potential for the site to be serviced by this power station, which would allow the development to be powered by a renewable energy facility. This would need to be explored further, as would connections to other utilities including water, sewerage, and telecommunications.

Whilst much of the site is currently greenfield land, the south east of the site was previously a petrol filling station. De-commissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework and a series of ground investigations were undertaken to inform the ground conditions on the site. These technical reports confirm that there is no contamination on the site which would be of concern to human health.

2.1.5 INITIAL HIGHWAY APPRAISAL

From a Highways perspective, additional assessment will be required on the impact of increased vehicular trip generation on the A4063 corridor and the potential dispersal of traffic once it reaches Tondy. This will form part of a wider Junction 36 capacity study being undertaken as part of the LDP Review. Alternative sustainable transport modes will need to be investigated as part of a suite of Active Travel improvements to encourage residents to utilise the train to minimise car dependence.

Key issue to be resolved: Site promoter to undertake a Transport Assessment to assess the impact of additional traffic on A4063, and to identify Active Travel improvements between the site and Garth station to reduce car dependency.

2.1.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is not subject to any of the showstopper environmental or deliverability criteria and has therefore progressed to the detailed assessment stage (Stage 4).

2.1.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

The site promoters have held positive discussions with developers (including one housebuilder who has acquired an option on one of the parcels of land) and there are few known constraints to prevent development. Notwithstanding this, the site is in an area characterised by low house prices and little development activity. The site viability will need to account for measures to improve connectivity to the local centre of Pont Rhyd-y-Cyff to the north. Provided this is done, it is considered an opportunity to create a sustainable residential development with links to the communities of Maesteg, Garth and Cwmfelin and their associated facilities including schools, a rail station and employment opportunities situated between 500m and 3km to the north-west.

Key issue to be resolved: Initial viability appraisals have been submitted to demonstrate the deliverability of the site. Site promoters need to provide further viability appraisals at the next stage.

2.1.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The site is adjacent to the existing settlement of Llangynwyd and is located within the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1), which has been identified as having the potential capacity and infrastructure to accommodate future growth. Collectively, the site offers a sustainable strategic extension to the built up area of Llangynwyd, in addition to being adjacent to Ysgol Gyfun Gymraeg Llangynwyd. Therefore this site will be subject to further detailed assessment.

2.2 Regeneration Site: MAESTEG WASHERY



Area: 13 Ha
Proposed Development: Mixed Use – Residential, Commercial, Leisure and Employment
Candidate Site Ref: 352.C17

2.2.1 SITE AND SURROUNDINGS

Site Description

This 13.4 hectare (33.2 acre) site is situated in a prominent location immediately east and within walking distance of Maesteg Town Centre. The site has come forward as the result of a previous reclamation scheme and earth modelling works.



Proposed Use of Land

It is proposed that the site is allocated for residential development and/or provision of a new school. It is anticipated that 135 residential dwellings could be accommodated on the site.

Site Surroundings

The site is located approximately 12.9km (8 miles) north of Junction 36 of the M4, with the A4063 providing the primary means of access between Maesteg and Bridgend to the south. The site is located to the west and east of the existing access road to Ysgol Gyfun Maesteg. This access is gained from Crown Road to the south, which joins Bridgend Road at a reconfigured junction, undertaken as part of the school development. The eastern boundary of the site is defined by Belmont Close and the northern extent by an existing cycle route. The site is also elevated and rises towards the existing school, which currently represents a rather isolated but iconic building within the wider landscape, currently divorced from the settlement. The school would greatly benefit from being more integrated with the surrounding area and the town and valley communities which it serves. Development of the site for residential use would achieve this wider objective of integration, creating a natural expansion of the town.

2.2.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

The north-easterly part of the site, immediately south of the existing cycle route, is considered unsuitable for future development given the existence of former mine entries and other potential features. It is envisaged that this area (approximately 0.2 hectares) will provide an opportunity for informal recreational space and a landscaped setting for the cycle route and the comprehensive school. The site is underlain by a number of coal seams and ironstone workings. These will need to be treated and improved by shallow grouting and / or an appropriate compaction technique to bring the site forward. This will be determined after mining analysis and SI results are known, building on the original works undertaken as part of

the previous land reclamation scheme. BCBC holds detailed technical reports to inform the extent of the underlying seams and void ratios relating to the site. Contamination issues were dealt with as part of the previous land reclamation, including Japanese Knotweed.

Heritage

There are no listed buildings located on the site and the site is not within a Conservation Area.

Flood Risk

The site is not located within a flood zone.

2.2.3 ACCESSIBILITY CREDENTIALS

The site can be accessed off the existing highway serving the comprehensive school. It may also be possible to access the site off Belmont Close for individual plot development (suitable for possible self-build). There are several Public Rights of Way running through the site; one running from South Parade to the north of the site and another running along the north east of the boundary. These would need to be integrated into the design of the development.

Public Transport

There are numerous bus stops within several hundred metres of the site on Crown Road and Castle Street, which are serviced by routes linking Maesteg to Bridgend.

Maesteg Railway Station is under 800 metres from the site, which is on the Maesteg to Cardiff line. The station is therefore in comfortable walking distance and a designated pedestrian route is already in existence, which safely links the site to the Station. Capacity improvements are due on this railway line and communities along this route can expect to see improvements to services. A Sunday service is planned and refurbished rolling stock is also being introduced in 2019, which will increase seating capacity from 120 to 190 (per each three carriage service). This rolling stock will be in use between 2019 and 2022 until Transport for Wales introduce new trains which will increase capacity to a total of 425 along the route.

Active Travel

The site is less than 800m from a railway station with a direct service to Cardiff and is also within walking distance of the established bus network to Bridgend. Transport infrastructure has already been delivered to enable safe walking and cycling routes to public transport links and the Town Centre. The site is therefore extremely well placed to offer service and employment opportunities that are accessible by walking, cycling and public transport. This could help promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel to.

2.2.4 INFRASTRUCTURE REQUIREMENTS

Education

Development of the scale proposed would not generate sufficient pupil numbers to justify the construction of a new school. However, there is both a primary and secondary school in close proximity to the site. Education Capacity Assessments are currently being undertaken to assess the impacts of such a scheme on local education facilities and to ascertain the likely nature of any planning obligations required.

Key issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Utilities

The previous land reclamation scheme created a new drainage channel to divert storm water run-off from the mountainside further north. This has resulted in 'freeing-up' the capacity of local culverts which will allow them to take the increase generated by the development. Sufficient land is also available for surface water attenuation measures within Council owned land. Foul drainage can possibly be discharged into the local network; although this needs to be verified by Welsh Water with respect to local capacity issues.

In terms of other services, access to water, gas and electricity is available, subject to local network capacities, which will need to be checked with individual service providers.

2.2.5 INITIAL HIGHWAYS APPRAISAL

From a Highways perspective, additional assessment will be required on the impact of increased vehicular trip generation on the A4063 corridor and the potential dispersal of traffic once it reaches Tondu. This will form part of a wider Junction 36 capacity study being undertaken as part of the LDP Review.

Key issue to be resolved: Site promoter to undertake a Transport Assessment to assess the impact of additional traffic on A4063

2.2.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is not subject to any of the showstopper environmental or deliverability criteria and has therefore progressed to the detailed assessment stage (Stage 4).

2.2.7 INITIAL DELIVERABILITY AND VIABILITY APPRAISAL

The site is considered to occupy a highly sustainable location for residential development due to the proximity to the established town centre, public transport links and education provision. The site promoter has stated that the release of fully remediated land for housing would be very popular given the sites elevated position on the valley side. The site benefits from west and southerly facing slopes, providing maximum solar gain. These factors make the site especially attractive to the local market and potentially to regional housebuilders.

However, ultimately, this is a brownfield regeneration site that will require remediation-based viability issues to be addressed before it can be taken forward and the site is in an area characterised by low house prices and little development activity.

Key issue to be resolved: Site promoter needs to provide a viability appraisal to demonstrate the deliverability of the site.

2.2.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The Candidate Site is located within Maesteg which is identified as a Strategic Regeneration Growth Area (as defined by SP1). The site is currently allocated in the existing LDP as a regeneration and mixed use development scheme including residential and accessible natural greenspace; therefore this site will be subject to further detailed assessment.



2.3 Regeneration Site: FORMER COOPER STANDARD SITE

Area: 8 Ha

Proposed Development: Mixed Use – Residential, Commercial, Leisure and Employment

Candidate Site Ref: 352.C15

2.3.1 SITE AND SURROUNDINGS

Site Description

This 8 hectare (19.8 acre) site was previously occupied by general industrial use with the former factory buildings being cleared following closure in 2008. Currently, the site consists of a large, flat area of concrete hardstanding.



Proposed Use of Land

The site is being promoted for mixed use development, comprising residential, employment and retail. It is anticipated that 135-150 residential dwellings could be accommodated on the site.

The site is currently allocated for a mixed use scheme in the existing LDP and benefits from a resolution to grant outline consent for 138 dwellings, a public house, restaurants, retail and employment space. Consent has not been issued due to the failure to complete a Section 106 Agreement.

Site Surroundings

The site is located approximately 1.3km (0.8 miles) to the south-east of Maesteg Town Centre. It is also approximately 12km (7.5 miles) north of J36 of the M4; accessed primarily via the A4063, which continues along the length of the Llynfi Valley.

The site is bound by Oakwood Drive to the west, with the main Bridgend - Maesteg rail corridor beyond this. The eastern boundary is formed by the Llynfi River. The surrounding land-use is predominately residential, with a housing estate (Oakwood) located immediately to the south. An under-utilised recreation area is also located to the south, situated at the north east corner of the existing housing estate. An additional recreation area is located further south beyond the housing estate, which includes playing fields, tennis courts, a bowls green and children's play area.

2.3.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

The site is derelict in nature, comprising large areas of concrete hardstanding and rubble remaining from demolition. There are no identified landscape or ecological constraints; most recently substantiated by completion of an extended habitat survey in August 2013, which included a walkover of the site and a desk top study. This study found no features of county importance or any significant ecological constraints that would inhibit development of the site. It was also deemed highly unlikely that any protected species exist on the site.

The development would require the loss of Open Mosaic Habitat on previously developed land, which has some local value. However, this can be mitigated through retention and creation of semi-improved neutral grassland of a similar type to those in existence along the northern boundary of the site and along the river corridor. A landscaping scheme would enable the development to be integrated into its natural surroundings; exploiting the riverside setting as an amenity asset and green corridor.

There are two locations where historic mine shafts have been identified; one in the centre of the site, with a 5m exclusion zone, and the other along the central western edge of the site, with a 15m exclusion zone. These will form a constraint to development in the immediate area.

Heritage

There are no listed buildings located on the site and it is not located in a Conservation Area.

Flood Risk

The perimeter and west of the site is within a C2 flood zone; land without significant flood defence infrastructure. The south eastern tip of the site is also within a B flood zone; an area known to have been flooded in the past evidenced by sedimentary deposits. A Flood Consequence Assessment would therefore be required to justify the development and show whether the consequences of flooding to parts of the site would be manageable. In particular, the hazard associated with emergency access, egress to and from the site will need to be reduced to an acceptable level within the guidelines of TAN 15 so that increased flood risk (as a result of the development) is removed.

Key issue to be resolved: A FCA would be required to demonstrate how development could be protected from flood risk

2.3.3 ACCESSIBILITY CREDENTIALS

Vehicular access to the site is via an unnamed link over the railway leading to Oakwood Drive that starts at the north west of the site and runs along the length of the western boundary. Oakwood Drive terminates at the Oakwood estate to the south but connects to Ewenny Road in the north providing a link to the residential area on the eastern side of the valley. There are no vehicle or pedestrian links from the site over the Llynfi River to the east. Connections to the north and beyond the railway would therefore need to be taken full advantage of to prevent the site feeling isolated.

There is a Public Right of Way running adjacent to the development along Oakwood Drive, although this doesn't intersect the site itself. There are a number of pedestrian links over the railway line which connect the site to the existing residential areas in the west. These provide direct access to the local shops and facilities on Llwydarth Road, although some of these pedestrian links are in poor condition. It may be necessary to upgrade these links to promote usage and integration with the wider area.

Public Transport

There are several bus stops along Llwydarth Road, which provide a route to Bridgend. The nearest stop is under 500 metres (0.3 miles) from the site, although accessed by one of the existing pedestrian connections that may require upgrading to encourage use.

Ewenny Road Railway Station is under 300 metres (0.2 miles) from the site, which is on the Maesteg to Cardiff Line. The station is therefore in comfortable walking distance and there is a designated pedestrian connection from the unnamed link road, which safely links the site to the Station. Capacity improvements are due on this railway line and communities along this route can expect to see improvements to services. A Sunday service is planned and refurbished rolling stock is also being introduced in 2019, which will increase seating capacity from 120 to 190 (per each three carriage service). This rolling stock will be in use between 2019 and 2022 until Transport for Wales introduce new trains which will increase capacity to a total of 425 along the route.

Active Travel

The site is a good example of an opportunity that can deliver sustainable growth grounded in Active Travel principles. The site is centrally located in an existing residential area with associated schools, shops and services. Development would represent logical growth just outside, yet within walking distance of Maesteg Town Centre. There are already existing pedestrian links to the town centre and several forms of public transport in close proximity to the site. There are limited facilities in the vicinity of the site which are cycling specific, although much of the public highway network (to the west and north of the site) is urban in nature and therefore suitable to accommodate cyclists. The site is thus well placed to offer service and employment opportunities that are accessible by walking, cycling and public transport. This could help promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel to.

2.3.4 INFRASTRUCTURE REQUIREMENTS

Education

Development of this scale would not generate sufficient pupil numbers to justify the construction of a new school. There is both a primary and secondary school in close proximity to the site. Education Capacity Assessments are currently being undertaken to assess the impacts of such a scheme on local education facilities and to ascertain the likely nature of any planning obligations required.

Key issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Utilities

Comprehensive and integrated drainage of the site will need to be considered, including attenuation to brownfield run-off. In terms of other services, access to water, gas and electricity is available, subject to local network capacities, which will need to be checked with individual service providers.

2.3.5 INITIAL HIGHWAYS APPRAISAL

From a Highways perspective, the site benefits from a resolution to grant planning consent where a scheme containing a similar proposed mix of end uses was assessed against likely trip generation and the need to provide appropriate access points onto Oakwood Drive. Appropriate measures can be implemented to connect to existing active travel infrastructure and the site is considered to be in a sustainable location with good links to public transport.

2.3.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is not subject to any of the showstopper environmental or deliverability criteria and has therefore progressed to the detailed assessment stage (Stage 4).

2.3.7 INITIAL DELIVERABILITY & VIAIBILITY APPRAISAL

The proposed development presents a significant opportunity for the future regeneration of the area and would play a significant step in the revitalisation of Maesteg. Comprehensive development would improve the appearance of the site, whilst also providing homes for new residents, new job opportunities and facilities for local people. The site is located in a sustainable location for new residential development due to the proximity to the town centre, public transport and education provision. It is evident that there is developer interest in both the commercial and residential components of the existing scheme and the proposed allocation.

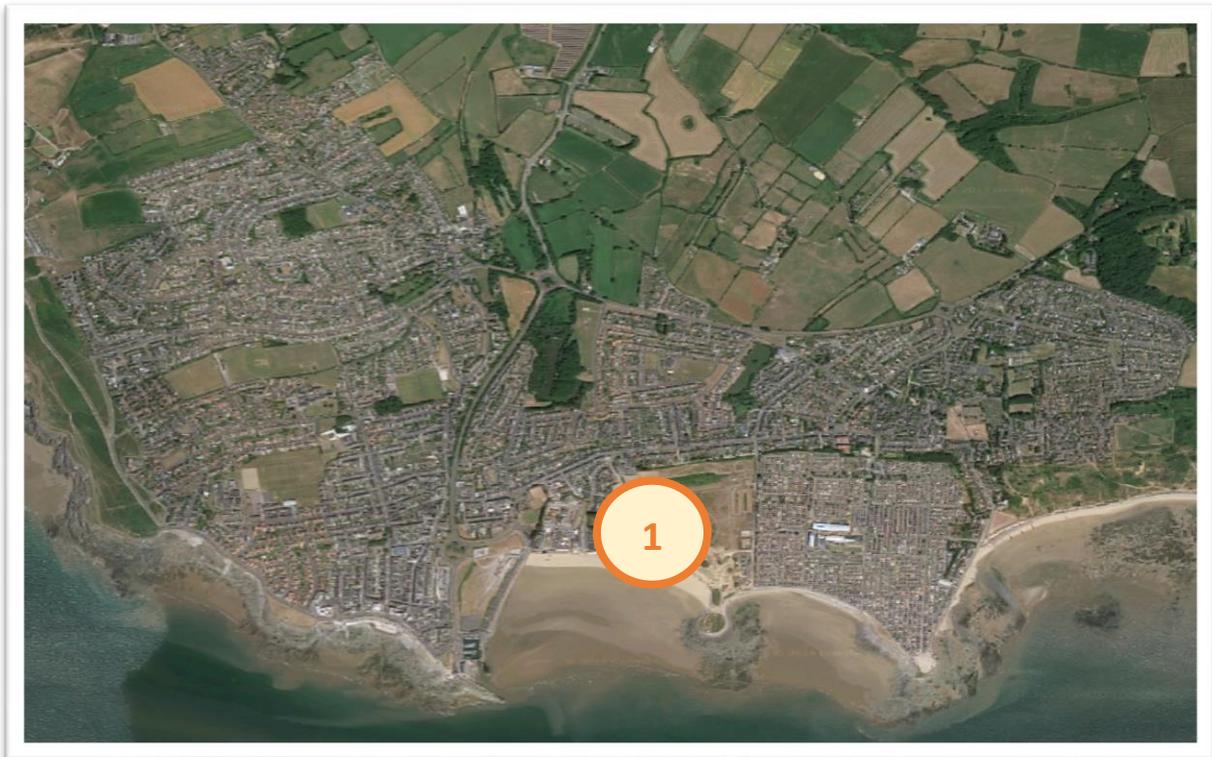
However, this is a brownfield regeneration site that will require remediation before it can be taken forward. The existing application was subject to lengthy viability negotiations resulting in a reduced quantum of affordable housing and these issues will need to be resolved going forward.

Key issue to be resolved: Site promoter to provide a viability appraisal to demonstrate the deliverability of the site.

2.3.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The site is located within the settlement of Maesteg which is identified as a Strategic Regeneration Growth Area (as defined by SP1). The site is currently allocated in the existing LDP as a regeneration and mixed use development scheme which includes residential and employment land provision, therefore this site will be subject to further detailed assessment.

3. PORTHCAWL REGENERATION GROWTH AREA



3.1 Regeneration Site: WATERFRONT REGENERATION SITE

Area: 38 ha

Proposed Use: Mixed Use - Residential, Commercial, Education, Coastal Defences, Recreation & Leisure

Candidate Site Ref: 352.C57; 352.C58



3.1.1 SITE AND SURROUNDINGS

Site Description

Porthcawl Waterfront is a 38 hectare brownfield site occupying a prominent seafront position. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, it is currently occupied by a variety of land uses including the former Council owned Sandy Bay caravan site, the fairground, harbour, open space/recreation facilities and Salt Lake car park. Much of the site is currently underutilised and is allocated within the existing LDP as a key regeneration site capable of accommodating a mixed use scheme including residential, tourism, leisure, retail and community provision. SPG was adopted for the site in 2007 to guide its future development.



Proposed Use of Land

The site is being promoted as a residential-led mixed use scheme that could deliver up to 1350 houses with associated facilities. It is envisaged that the site will be developed in 2 phases. A masterplanning exercise is currently being undertaken to guide the development of Phase 1 of the site, with advice being sought from the Design Commission for Wales.

Phase 1 benefits from being in the sole control of one landowner, with no 3rd party interest. The approach for delivery of Phase 1 is to separate the commercial and residential elements for disposal, and will consist of the following elements:

Phase 1 – A new Food store

Phase 2 – Housing

Phase 3 – Hillsboro Place Car Park (retention)

Phase 4 – Eastern Promenade and wider coastal flood defence works

Phase 5 & 6 – Housing Sites

Phase 7 – Leisure Site

Phase 2 of the scheme will primarily be residential and is dependent on completion of the coastal defence works along the Eastern Promenade. Phase 2 corresponds to the part of the site known as Sandy Bay.

The approach and timing of Phase 1 will complement the recent successful implementation of the Harbour refurbishment and of the listed Jennings Building which now incorporates 3 commercial leisure operators together with 13 live-work units on the upper floor. The harbour improvement works will soon be complemented by a flagship 'maritime centre' at Cosy Corner. This will incorporate an educational/visitor centre and a national centre for surfing and water sport excellence. Proposals for the building were approved in 2018.

Site Surroundings

The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 connects Porthcawl to Bridgend (via the A48) which is approximately 11-12km (7-8 miles) to the east. The Trecco Bay Holiday Park is immediately adjacent to the eastern boundary of the site, and cements Porthcawl's place as a strategically significant

tourist destination in South Wales. Porthcawl lies roughly equidistant from Cardiff and Swansea (40km/25 miles from both). Rest Bay, to the west of the site, is seen as one of the premier surfing beaches in South Wales and its beach has attained Blue Flag status.

3.1.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

The main environmental designations potentially affected by the proposals include: (1) the Porthcawl Conservation Area and associated Grade II Listed Buildings and (2) relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance. No internationally or nationally protected sites or species are present within the vicinity or anticipated to be affected by the planned improvements.

Heritage

There are several listed buildings in the harbour, which is immediately adjacent to the south of the site. Development of the most southerly part of Phase 1 of the site will seek to complement the setting of this historic core of the town.

Flood Risk

The majority of the site is susceptible to tidal flooding requiring Coastal Protection works in order to be considered suitable for residential development. Without these, the majority of the housing parcels cannot be developed, and attracting leisure facilities at the southern end of Phase 1 of the site may also be more problematic. It was originally envisaged that the coastal works would be taken forward and funded by the site developers. However, following the launch of a Wales-wide coastal defence programme, the Council has been working closely with the Welsh Government on flood mitigation proposals for the Porthcawl waterfront. An outline business case has been approved in principle by WG and planning applications submitted. A final bid will be submitted to WG in Autumn 2019, which, if successful, would result in the works being implemented in 2020-21. The first 2 parcels of Phase 1 of the site can proceed ahead of the Coastal Protection Works.

Key issue to be resolved: A FCA will be required to demonstrate the site is suitable for residential development once the appropriate measures have been implemented.

3.1.3 ACCESSIBILITY CREDENTIALS

The proposed candidate site is located in a sustainable location adjacent to Porthcawl Town Centre and the various employment, retail and community services located there. The site is accessible to public transport, which provides connections to train stations at Pyle and Bridgend.

Public Transport

The nearest bus stops are approximately 30m from the northern boundary of the site on New Road adjacent to Griffin Park. Route X2 provides onward connections to Porthcawl and Bridgend (including the rail station).

Pyle Railway station is approximately 4.5 miles to the north of the site, and is located upon the Great Western mainline, providing services to Swansea and Cardiff (and onwards to London). Pyle station is currently the subject of a feasibility study examining the potential for the establishment of a transport hub at the station to incorporate extended park and ride facilities and improved links to Porthcawl and Village Farm Industrial Estate. Bridgend station is approximately 7 miles to east.

Active Travel

A feasibility study is currently being undertaken into the provision of an Active Travel route from Pyle Train Station to Porthcawl Harbour, which will provide a shared use route for commuters to and from work, school or shopping. The route being investigated will follow the alignment of the A4229 and connect to existing Active Travel Routes in Pyle via the B4283.

3.1.4 INFRASTRUCTURE REQUIREMENTS

Education

Education Capacity Assessments are currently being undertaken to assess the impacts of the scheme on local education facilities. It is envisaged that the educational needs of Phase 1 of the scheme will be accommodated within improvements made to existing schools. The wider needs of Phase 2 will be safeguarded by inclusion of sufficient land adjacent to the existing Newton Primary School to accommodate a new school or expansion of the site.

Key issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. This section will be updated when the outcomes of this assessment are known.

Utilities

Comprehensive and integrated drainage of the site will need to be considered, including attenuation to brownfield run-off. In terms of other services, access to water, gas and electricity is available, subject to local network capacities, which will need to be checked with individual service providers.

The Site is crossed by a public water main and sewer, which may require further protection works.

3.1.5 INITIAL HIGHWAY APPRAISAL

This site can accommodate a quantum of housing as detailed in the 2007 transport study by Halcrow that informed the SPG. The Porthcawl regeneration programme has moved on since then and as such the improvements to the highway network will not be realised through the regeneration process. Therefore a fresh Transport Assessment will be required which quantifies the number of dwellings the current highway infrastructure can accommodate and potential solutions to increase capacity. Active travel measures will be required and will form part of the S106 contributions for each individual land parcel.

Key Issue to be resolved: A Transport Assessment is required to quantify the total number of dwellings per phase that can be accommodated within the current highway network

3.1.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is subject to a major constraint identified in the SA as being a showstopper environmental or deliverability criteria. It has not therefore progressed to the detailed assessment stage (Stage 4).

The constraint is identified as:

Proximity to Flood Risk Zones

Key issue to be resolved: Site promoter to demonstrate that the identified constraints can be satisfactorily overcome.

3.1.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

Porthcawl is a location characterised by strong house market conditions where residential-led development has consistently proven to be viable. In the case of this site there are no known abnormalities such as de-contamination to be addressed. Other than standard matters such as reinforcement of utilities, drainage provision and provision of access roads, the only significant abnormal cost is the need for Coastal Protection Works and possibly some foundation reinforcements.

Previous attempts to initiate development of the site have been thwarted by several false starts relating to the initial marketing conditions in the period after the financial crash, the changing context for superstore development, complex land ownership arrangements and the need to fund significant highway works. However, the phase one land is now in the sole control of the site promoter who have made a commitment to securing a source of funding for the Coastal Defence Works. In the same manner that the recent regeneration of the Harbour provides a catalyst for Phase 1 of the site, the remaining site promoters are committed to facilitate the Sandy Bay areas as a Phase 2.

As part of the phased delivery of the site it is anticipated that the Portway will remain as per its existing alignment, considerably reducing the need for up-front major infrastructural highway works, thereby facilitating early development.

Key issue to be resolved: Site promoter(s) needs to provide a viability appraisal to demonstrate the deliverability of the site

3.1.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The site is located within the settlement of Porthcawl which is identified as a Strategic Regeneration Growth Area (as defined by SP1), and represents a brownfield development opportunity that can contribute towards the Preferred Strategy. The sustainability appraisal has ruled out the site for consideration due to the proximity to a flood risk zone. The site promoter will need to demonstrate appropriate mitigation works to reduce the threat of flood risk can be provided, in order for the site to be subject to further detailed assessment.

4. BRIDGEND SUSTAINABLE GROWTH AREA



4.1 Sustainable Urban Extension: ISLAND FARM

Area: 54 Ha

Proposed Development: Mixed Use – Residential, Commercial, Leisure and Education

Candidate Site Ref: N/A;

1

4.1.1 SITE AND SURROUNDINGS

Site Description

The site comprises approximately 54 hectares (133 acres) of tree and scrub land to the north, arable farmland to the south and east and grazing land to the north east. The site is located 1.5km (0.9 miles) to the south-west of Bridgend town centre, to the south of the A48. It is located entirely within the administrative boundary of BCBC, close to the boundary with Vale of Glamorgan Council (VoG).



The site is allocated within the existing LDP as a Strategic Employment Site (11ha) and the wider site has outline planning consent for a mixed sport, leisure and office development with appropriate access improvements. This includes the construction of a new access road and signalised junction onto the A48, a secondary link onto Technology Drive, cycle paths and footway improvements on the A48, diversion of overhead power lines, internal site access roads, parking, footways and cycle paths and a Green Bridge to facilitate ecological mitigation. The consent was issued in 2012 and established the acceptability of appropriate development of the site. Significant initial works have been implemented consisting of ecological mitigation measures ahead of agreed access improvements.

Proposed Use of Land

It is proposed that the site is allocated for mixed use development, consisting of approximately 1000 new houses, 2 new schools, an Indoor Tennis Centre (with associated outdoor courts), office development and access improvements.

Elements of the existing planning consent will be incorporated into new proposals for the use of the site, and development would take into account known biodiversity interests and the listed building and where necessary incorporate these into the design and layout. There would be a requirement for high quality landscaping and architectural design in any development, given the prestigious nature of the site. This will build on the accessibility of the site from the town centre, and will look to provide a continuous green lung extending beyond the site boundaries with linkages to Newbridge Playing fields. 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.

Increased accessibility to the site provide the opportunity to incorporate a new Special Education Needs School to replace the existing Heronsbridge School and, additionally, the proposals would incorporate a few 1-form entry Primary School to provide for the needs of the associated residential development.

Site Surroundings

The site is bordered to the north east by the Bridgend Science Park, and to the east by a nursing home. The Bridgend - Barry rail line, runs south from Bridgend and marks the south east boundary of the site. New Inn Road provides the southern boundary to the site, beyond which lies agricultural land uses as far as the Ogmored-by-Sea road. Merthyr Mawr Road and the flood plain of the Ogmored River borders the western boundary, beyond which lie small to medium fields interspersed by woodland and farms, Merthyr Mawr House (Grade II*) and the small picturesque village of Merthyr Mawr, which lie 600m and 1.2km from the site respectively.

The boundaries of the site mark a physical constraint to further expansion and provide a logical maximum extent of development.

4.1.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

There are no known international or national environmental designations within the site itself. Previous background studies have found six SSSIs, one SAC (at Kenfig) and one NNR (Merthyr Mawr Warren) are located within 3km of the site, but their features of interest are unlikely to be affected by development at the site. At a local level, the Island Farm POW Camp SINC is located within the northern part of the site, and has been designated for its grassland mosaic and for being a site where dormice and bats have been reliably recorded. A total of 26 further SINCs have been found to occur within 3km of the site.

A substantial volume of ecological surveys and studies have been undertaken to support the previous planning application and in order to discharge conditions related to the extant planning consent. These will need to be reviewed through the Candidate Site assessment process in order to determine whether the change in the proposed mixture of uses within the site would have any greater impact on the SINC designation. The future development of the site will follow a Green Infrastructure led approach so that the mixture of uses will be fully integrated and designed around the SINC, so as to emphasise the prestigious setting of the site.

Key Issue to be resolved: Site promoters to liaise with NRW to determine whether an intensification of development of the site would have a negative impact on the SINC designation, and to determine the extent of mitigation required above and beyond that already identified/implemented.

Heritage

Hut 9 of the Island Farm Prisoner of War Camp is Grade II listed and is located in the north east of the site. Existing proposals for the site have always been formulated to enhance the setting of this historically significant building and this will continue to be the case. Enhanced accessibility to the site will facilitate ease of future management, maintenance and educational visits.

Flood Risk

The proposed development site is considered to be at little or no risk of fluvial or coastal / tidal flooding.

4.1.3 ACCESSIBILITY CREDENTIALS

The site is located in a highly sustainable location immediately to the south of the built up extent of Bridgend and is within the settlement boundary. It forms a logical maximum extent to the southern built up urban form of the town. Given its proximity to Bridgend, the site is accessible to public transport (including a train station) and other community services. The

site is located directly adjacent to the Bridgend Science Park, and is accessed by the A48 which provides an arterial route linking the M4 (via junctions 35 & 37) to the south of Bridgend.

The existing planning consent for the site includes the provision of various improvements to the access arrangements to cater for the various elements of the mixed use scheme. These include a new dedicated junction off the A48, a secondary access through the Science Park (via Ewenny Road and Technology Drive), in addition to works to improve the flow and safety of the A48 corridor incorporating the Broadlands Roundabout and the Ewenny Roundabout.

Public Transport

The nearest bus stops to the site are to the east on Ewenny Road, providing a link between the Science Park and Bridgend. The site is well located in terms of access to Bridgend railway station, which is 2km walk from the site.

Active Travel

In terms of pedestrian accessibility, there is a network of footways in close proximity to the site which allow movement between the site and Bridgend, albeit any proposed development will need to provide new or integrate with existing 'active travel' routes to ensure connectivity for pedestrians crossing the A48 from the site to the residential areas beyond.

There are no public footpaths that cross the site, but there are a number of public rights of way within the locality, particularly towards the west and south. The site's proximity to Bridgend affords ample opportunities to maximise the use of walking and cycling by the provision of facilities within the site itself, and to connect with existing routes. Opportunities will be sought to promote linkages to existing amenities and to address the need to improve active travel measures alongside the A48.

Key Issue to be resolved: A major consideration for this site is ensuring appropriate pedestrian connectivity (Active Travel Routes) with existing services, employment areas and public transport links in the south of Bridgend.

4.1.4 INFRASTRUCTURE REQUIREMENTS

Education

There is the potential for this site to accommodate the relocation of Heronsbridge Special Education Needs School. This would provide a new 'fit for purpose' facility for the County Borough of Bridgend and also present an opportunity to consider an alternative use of the current edge of town-centre campus. In addition the wider mixed-use scheme would need to deliver a 1-form entry primary school to support the residential element, and to provide an on-site solution to the likely demand for school places. An initial indication of the amount of land required for the provision described above has been undertaken and will feed into the masterplanning exercise for the site.

Key issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Utilities

There are high voltage overground cables which run from the western to the eastern boundary of the site, supported by pylon structures at either end. Further discussions will be required

with Western Power about suitable protection measures and possible exclusion zones will need to factor into the masterplanning of the site.

The Site is crossed by a public water main and sewer, which may require further protection measures.

Key issue to resolve: Further discussions are required with utility providers to clarify what protection measures are necessary to facilitate development.

4.1.5 INITIAL HIGHWAYS APPRAISAL

From a Highways perspective, the site benefits from an existing planning consent which established the principle of accessing the site from the A48 and included highway works to provide an internal road network, a secondary access off Technology Drive and various works to improve the flow and safety of traffic along the A48 corridor. The consented mix of uses were leisure orientated, and once the proposed land-uses have been refined and agreed then a Transport Assessment should be undertaken to fully understand the impacts of such a development on the highway network. This should consider any necessary changes to the consented access arrangements given the change to the development mix; the wider impact such a mixed-use scheme would have on the A48 and local highway network; and the potential to deliver new Active Travel Routes.

Key Issue to be resolved: Site promoter to undertake a TA to address potential new Active Travel Routes, road safety improvements to A48, internal access road.

4.1.6 INITIAL SUSTAINABILITY APPRAISAL

The proposed mix of uses has not been subject to the SA process as the site has not emerged through the Candidate Site process. The existing allocation as a Strategic Employment Site has been assessed and is not subject to any of the showstopper environmental or deliverability criteria.

4.1.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

The existing allocation of the site as a Strategic Employment Site has not led to any development to date. The Employment Land Review recommends that the allocation has no immediate prospect of being delivered and the site's future mix of uses should be re-evaluated.

However, the site would be a very attractive proposition to national house builders. It lies in a buoyant market area, in a highly sustainable location, there are no significant constraints or obstacles to the development of the site and therefore initial high level assessment indicates that the site is financially viable to come forward for development.

Key Issue to be resolved: Site promoter(s) needs to provide a viability appraisal to demonstrate the deliverability of the site

4.1.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1). The site benefits from a highly accessible location on the A48, with ease of access to the M4, and is adjacent to the Bridgend Science Park. The principle of development of this site has been created by the existing planning consent and a more realistic and sustainable mix of planned development could contribute to the delivery of the preferred strategy. The site promoters will need to demonstrate the site can deliver the supporting infrastructure required for it to be subject to further detailed assessment.



4.2 Regeneration Site: PARC AFON EWENNI

Area: 18 Ha

Proposed Development: Mixed Use – Residential, Commercial, Council Depot

Candidate Site Ref: 299.C1; 352.C41

4.2.1 SITE AND SURROUNDINGS

Site Description

The site comprises approximately 18 hectares (44 acres) and is arranged in two parts: the Police Training Centre (land and buildings to the east of the Waterton roundabout and the A48) comprising 9 hectares (22 acres) and currently home to various South Wales Police facilities including a Dog Section, Firearms Unit, Mounted Section and various sports pitches and facilities. The 2nd part consists of BCBC's Waterton Highways Depot comprising a further 9 hectares (22 acres) bounded to the north by the A473 and to the south by the River Ewenni. This includes various buildings which have been demolished in recent years to pave the way for future redevelopment. The two sites are joined by a parcel of land that benefits from an outline consent (granted in March 2018) for a residential-led mixed use development of up to 240 dwellings and 1100sqm of retail/business/community use.

Parc Afon Ewenni is located to the south-east of Bridgend town centre, and stretches continuously along the A473 corridor from the Waterton roundabout in the west to the residential area of Waterton to the east. The A473 links Bridgend to the M4 motorway (Junction 35).



The entire site is allocated within the existing LDP for up to 650 residential dwellings, local retailing, community, business and recreation uses, together with improvements to the transportation network.

Proposed Use of Land

The proposal is for a residential-led mixed use development for approximately 400 dwellings. It is considered that Waterton Depot is capable of accommodating approximately 150-175 new houses, alongside the development of a new rationalised Highways Depot. The Police Training Centre site could accommodate 214-226 houses following the decision of the landowner to relocate existing uses off-site. Both sites have additional capacity to accommodate commercial uses.

New tree planting could be provided along the site's northern and southern boundaries to protect the amenity of future occupiers of the development from road traffic noise and to improve the arboricultural character of the site. Along the banks of the River Ewenni, a buffer would be left free from development, for the protection of the riparian corridor and the wildlife that uses it for foraging, shelter and movement.

Site Surroundings

The surrounding area is predominantly industrial in character, with established industrial estates located to the north, south and west, interspersed with pockets of commercial uses and residential estates. Waterton Close is the nearest residential development and accommodates approximately 30 dwellings, with access off Waterton Lane adjacent to the BCBC's Highways Depot.

The western part of the site, comprising the SW Police land is considered to be within walking distance (400m) of Bridgend Retail Park.

4.2.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

There are no statutory or non-statutory designations on the site, nor are there any statutory designated sites located within 2km of the site. There are, however, fourteen Sites of Importance for Nature Conservation (SINCs) within 2km of the site.

An ecological appraisal of the BCBC land identified the site to be of negligible ecological value (in terms of hard standing and bare ground) and local ecological value (in terms of woodland and the Ewenni River). Accordingly, the site was considered to be of potential value to nesting birds, badgers, roosting bats, reptiles and of botanical interest. Based on these results, secondary surveys for bats, reptiles and botanical surveys have been undertaken. The findings of these have shown that subject to appropriate mitigation, ecology and nature conservation considerations should not unacceptably constrain the future development of the site.

Previous surveys of the SW Police land, although considered to now be 'time expired', have not identified any particular ecological constraints to site development.

Heritage

There are no listed buildings or scheduled ancient monuments within the immediate vicinity of the site. In terms of potential archaeological resource, the site is not located within an area thought to be archaeologically sensitive and, in any case, significant ground disturbance has previously taken place associated with the former uses on the site. As such, there is unlikely to be a need for further archaeological investigation.

Flood Risk

Most of the site lies within Flood Zone A, considered to be at little or no risk of fluvial or tidal/coastal flooding. Approximately 18% of the site lies within Zone C2 (the extreme eastern part of the site and the central portion of the existing depot), representing an area of floodplain without significant flood defence infrastructure. TAN15 advises that land within Zone C2

should only be considered for less vulnerable development. A flood modelling exercise has shown that only parts of the site flood during a 0.1% probability flood event, with and without a blockage and less than two per cent of the site (approximately 0.2 ha) floods to depths beyond that stipulated in TAN 15 (i.e. > 600 mm); this area lies principally within the eastern part of the site, which will be incorporated within a rationalised Highway Depot and not form part of the residential proposals.

Any other areas incorporated within the C2 flood zone will be earmarked for green open space. Some localised flooding also occurs along the ditch between the former County Supplies Office and the Waterton Depot. Future development proposals for the site should accommodate this ditch corridor.

4.2.3 ACCESSIBILITY CREDENTIALS

A Transport Assessment undertaken in 2016 concluded the site is located in an area with good access to nearby amenities and sustainable transport connections. The road network adjacent to the site is strategic in nature and should be appropriate for the net increase in traffic from the redeveloped site, which is forecast to be insignificant.

The A473 provides a key link between Bridgend Town Centre, approximately 2.2km to the west of the site, and Junction 35 of the M4 approximately 3.6km to the east of the site. To the west, Waterton Road connects with A48 Crack Hill providing a route into the Vale of Glamorgan; to the east, Waterton Road connects, by way of a signalised roundabout to Brocastle Avenue linking with the Waterton Industrial Estate; the Bridgend Industrial Estate access; and the B4181 connecting with Brackla and north-east Bridgend.

Public Transport

The closest bus stops to the east of the site are located on Kingsway, within Bridgend Industrial Site, and on both sides of Hawthorn Drive in Coychurch, approximately 1km and 1.2km walk from the site respectively. To the west, the site is situated adjacent to a bus route along the A48, providing connections to Cardiff. There is a further bus stop 400m north east of the site which is served by routes providing services to Talbot Green, Brackla and Waterton.

The site is located within 2km of Bridgend train station, which is located in the town centre and provides access to the Great Western main line as well as local services. The proposed Brackla Park and Ride site is located approximately 1.2km of the site.

Active Travel Routes

Pedestrian access to the site is obtained via the southern side of the A473 Waterton Road, which has a footway running along its entire length. This footway provides a connection to the various facilities located to the east and west of the site. Measures have been taken in recent years to upgrade this route into a shared pedestrian / cycling active travel route providing a continuous connection between Bridgend and Pencoed. The site will need to integrate and provide connections to this.

Key issue to be resolved: Active Travel linkages to existing route are required to address any gaps in provision on A473 and mitigate any disconnection from services and community facilities. This needs to factor into any solution for school provision.

4.2.4 INFRASTRUCTURE REQUIREMENTS

Education

Education Capacity Assessments are currently being undertaken to assess the impacts of such a scheme on local education facilities. The site is not considered to be of sufficient scale to provide a new school on site.

Key issue to be resolved: This site is located in an area of little spare education capacity. The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Utilities

Service investigations for the site have shown that it is currently served by all the major utility providers. Given the intensive historic demand of the site, it is envisaged that there will be no major issues concerning the ability of the existing infrastructure to service any proposed development.

DCWW has confirmed a water supply can be made available to service the site. A 160mm diameter water main is located in Waterton Road. Western Power Distribution (WPD) has confirmed that, based on estimated peak demand, a new substation, mains and services will be required. Two new 11kV cables are also likely to be required on site to serve the new substation. BT cabling exists within the site and are not considered to be a constraint, although diversionary works may be required.

DCWW have confirmed sufficient capacity exists within the sewerage network to accommodate the foul drainage flows from the development, without the need for any improvement works. Existing surface water is discharged to the River Ewenni via three separate outfalls, all of which are presumed to be attenuated. Future surface water disposal could be dealt with on-site by adoptable storage facilities to attenuate run-off from the proposed development during a 1 in 100 year storm event, allowing for a 30% increase in rainfall under climate change.

Based on estimated annual demand, Wales & West Utilities (WWU) has confirmed there is insufficient capacity in the network to feed the development and reinforcement work will be needed and funded by WWU.

4.2.5 INITIAL HIGHWAYS APPRAISAL

From a Highways perspective, the outline consent on the adjacent land provides for an all movement signal controlled junction onto the A473. These two site should ideally access via this junction given the proximity to Waterton roundabout. Based on traffic forecasts, there is flexibility to accommodate such a junction in other locations along the northern frontage of the combined development site should this be required. Technical Highway studies for both sites have shown that the land can be delivered and accessed as standalone parcels with their own access solutions. It is essential from a Highways perspective that the different elements of the site should form part of a wider comprehensive masterplan and are not brought forward in isolation. The capacity at Waterton and Coychurch Roundabouts will need to be checked. Active travel routes are required to provide onward connections to Bridgend and local facilities.

Key issue to be resolved: A coherent access strategy as part of a comprehensive masterplanning exercise is required to provide confidence that the site can be developed to incorporate placemaking principles and deliver a sustainable site served by a rationalised access arrangement.

4.2.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is not subject to any of the showstopper environmental or deliverability criteria and has therefore progressed to the detailed assessment stage (Stage 4).

4.2.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

The site's location represents an important gateway to Bridgend from Cardiff via the M4 and Cowbridge via the A48. The difficulty of delivering the existing allocated site as an integrated regeneration framework has foundered upon a complex web of land ownership issues. The two sites now submitted are both wholly within the ownership of the site promoters, South Wales Police and Bridgend Council. In addition, the sites are free from any covenants or legal ties which would prevent the land from being developed. The submissions have been made as a result of both organisations finalising disposal strategies. In the case of South Wales Police, a significant amount of work in recent years has been undertaken to relocate the existing facilities and services at the site, in order to release the land for development. Whilst BCBC have confirmed plans for the rationalisation and redevelopment of the Highways Depot (on a smaller footprint), freeing surplus land for residential development. Redundant buildings have already been demolished to facilitate this.

The previously developed nature of both sites and the need to provide highway works and education facilities to strengthen the sustainable credentials of the site will present viability issues that will need to be addressed. It is also considered essential that the site is brought forward coherently to ensure the A473 corridor does not act as a choke point preventing links to existing services and community facilities.

Key issue to be resolved: Site promoters need to provide a viability appraisal to demonstrate the deliverability of the site.

4.2.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1). The site is currently allocated in the existing LDP as a regeneration and mixed use development scheme which includes residential and employment land provision; therefore this site will be subject to further detailed assessment.



4.3 Sustainable Urban Extension: LAND WEST OF BRIDGEND

Area: 229 hectares

Proposed Development: Mixed Use – Residential and Employment

Candidate Site Ref: 221.C1, 286.C2, 308.C1, 349.C1

4.3.1 SITE AND SURROUNDINGS

Site Description

The site is located to the west of Bryntirion and east of the small settlement of Laleston. The majority of the site is located to the north of the A473, with a small pocket to the south and is approximately 2.2km to the west of Bridgend town centre.



The site comprises approximately 229 hectares (566 acres) and is arranged in two parcels: the main site, parcel A, to the north of the A473 comprising 221 hectares (546 acres) and additional land south of the A473, parcel B, which is approximately 8 hectares (20 acres). The site is owned by several land owners.

Proposed Use of Land

The site consists of a collection of individual parcels of land, which are proposed for a residential led development incorporating the provision of a new school on site. Collectively, the entire site is of such a scale it could deliver in excess of 5,000 units. However, in order to prevent the coalescence of Bridgend and Laleston and to retain significant elements of the landscape as natural green buffers, a development of 1,000-1,500 units is seen to be of a scale that is more conducive to forming a holistic well-connected, socially inclusive and sustainable development opportunity. This would limit residential development to the southern part of parcel A, with a school and green space forming the western boundary to prevent any

further encroachment. Further green space will be retained to act as a natural landscape buffer.

New access points can be achieved on the southern and western boundaries of parcel A, from the A473 and Llangewydd Road, respectively. Llangewydd Road forms part of the residential estate road network and provides alternative routes into Bridgend. The road currently takes the form of a single carriageway two-way road with footways on either side. To the west of the access into the Bryntirion AFC football pitches, the road narrows, and whilst accommodating two way movement, there are no centre line markings along the section heading in a westerly direction.

Site Surroundings

The A473 is an arterial route into Bridgend from the west, providing connections to Junction 37 of the M4 (5.7km to the west) and Porthcawl. The wider area comprises a mix of land uses, predominately residential associated with Laleston to the west and Bridgend to the east. Parcel B sits south of the A473 and adjacent to Broadlands residential estate, which is located to the east. There are multiple schools in the immediate area in addition to various local services and community facilities. Land to the north is mainly comprised of farmland and the main Swansea-London railway line (2.5km east). Land to the south is comprised of a residential estate and farmland further beyond.

4.3.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

The site contains Laleston Meadows SINC which includes the green space bordering the northern and north-western boundaries of the site. The SINC is designated for its woodland, a wet woodland component, a marshy grassland and notable veteran/over mature trees; all of which provide an assemblage of indicator species associated with each habitat. Given that there are no international or national designated sites within the site boundary, the potential constraints posed by ecology could be mitigated through the design process, informed by further survey work to allow mitigation to be embedded in the masterplanning of the site from the outset. It is recommended a Phase 1 Habitat Survey is undertaken to provide an up-to-date assessment of site conditions.

The site lies within a Special Landscape Area and any development proposal would need to consider measures to reduce adverse effects and/or visual intrusion on the wider landscape. Proposals would therefore need to be accompanied by a detailed Landscape and Visual Impact Assessment.

Key issues to be addressed: The developer will need to undertake a Landscape and Visual Impact Assessment given the site's location within a SLA. A Phase 1 Habitat Survey will be required to provide an up-to-date assessment of site conditions.

Heritage

The site is not located within a Conservation Area but the remains of Llangewydd Church & Churchyard Scheduled Ancient Monument are located within the site. Further investigation will need to be carried out in order to carry out the best course of action required which could include preserving or enhancing the remains. Development may be precluded in parts of this area.

Flood Risk

The site does not lie in a flood zone, and is therefore unlikely to be at risk of flooding.

4.3.3 ACCESSIBILITY CREDENTIALS

The site is located in a sustainable location on the edge of Bridgend and is accessible to public transport, which allows for connectivity to the town centre where there are wider transport links (including Bridgend Train Station) and other community services.

In terms of pedestrian facilities, there are a number of existing footpaths and cycle routes in close proximity to the site which allows for connectivity to Laleston and Bryntirion along the northern section of the A473.

A number of local community facilities, primary and secondary schools and local retail outlets are located within an acceptable walking and cycling distance. The closest community facility is the Filco Supermarket to east of the site which is within 400m. To the east there is also access to Bryntirion Comprehensive School which is 1900m away, with the addition of primary schools within 750m (Bryntirion Infant School). To the west is the Simply Local Laleston food store which is 650 metres of the site.

Public Transport

The site is located within 400m of a bus stop served by routes 68 and 69 (every half hour). Consideration of improving connections to the site would need to be taken through the site design process.

Bridgend Train Station is located 2.7km to the east of the site, approximately a 30 minute walk. The station is located on the South Wales Main Line and enables access to Cardiff, Newport and London to the east as well as stations to Swansea and Carmarthen to the west.

Active Travel Routes

Along the southern side of the A473, there is a shared cycleway/footway which provides cyclists a continuous cycle lane allowing connectivity to Laleston to the west. The route continues to the east to Bridgend town centre via the B4622, with the addition of an off-road traffic free route through the existing residential area.

The site is located within 400m of an active travel route. There is a shared use footpath/ cycle track alongside the road on Route ID BRC5g (Sarn to Bridgend) and off Merlin Crescent and BRC10 Cefn Glas to Bridgend Town Centre. A site of this scale would be required to provide additional active travel routes.

4.3.4 INFRASTRUCTURE REQUIREMENTS

Education

The scale of the site is such that a new primary school would need to be incorporated into the masterplanning required for the site. This would provide an on-site solution to the likely demand for school places.

Key issue to be addressed: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Utilities

In terms of other services, access to water, gas and electricity is available, subject to local network capacities, which will need to be checked with individual service providers.

4.3.5 INITIAL HIGHWAYS APPRAISAL

From a Highways perspective, capacity issues on the A473 and A48 will need to be mitigated with a robust transport assessment and the potential to disperse traffic to the west rather than through the Ewenny / Waterton roundabout. Any Transport Assessment should assess the impact of any additional potential development to the west of Bridgend.

Key issue to be addressed: Site promoter to undertake a TA to address the impact of additional traffic accessing the A473 and A48, and to identify measures to encourage dispersal of traffic to the west.

4.3.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is not subject to any of the showstopper environmental or deliverability criteria and has therefore progressed to the detailed assessment stage (Stage 4).

4.3.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

The site would be a very attractive proposition to a number of regional and national house builders given its scale and location, with one housebuilder actively engaged in the promotion of the site. It is in a buoyant housing market area, there are no significant constraints or obstacles to the development of the site and therefore the site in theory is financially viable to come forward for development.

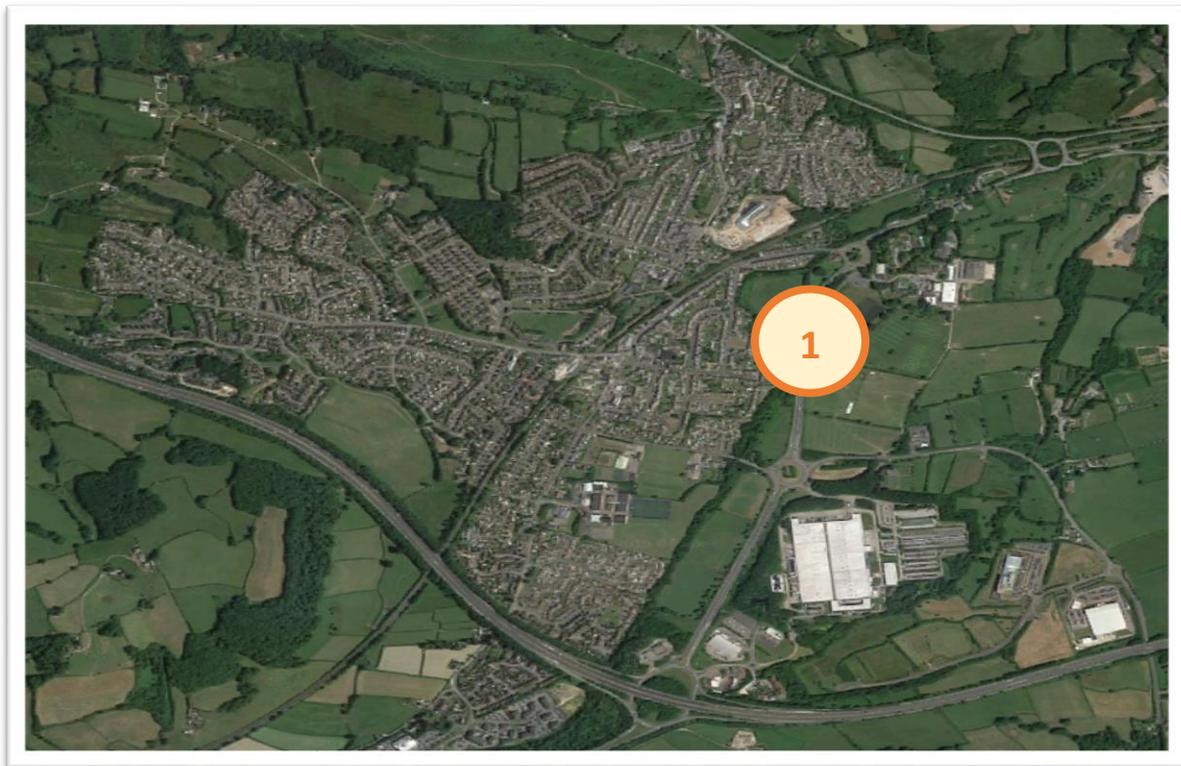
There are currently highway capacity issues on the A473 as it heads into Bridgend and education capacity issues that need to be addressed. Additional viability and deliverability information is required.

Key issue to be addressed: An initial viability appraisal has been submitted to demonstrate the deliverability of the site. The site promoter will need to provide a further viability appraisal at the next stage.

4.3.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The LDP Strategy does not identify Laleston as a location for strategic growth. New development should be located within the existing settlement boundary. However, the Site is located on the periphery of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1), therefore this site will be subject to further detailed assessment.

5. PENCOED SUSTAINABLE GROWTH AREA



5.1 Sustainable Urban Extension: PENCOED COLLEGE CAMPUS

Area: 50 Ha

Proposed Development: Mixed Use – Residential, Education and Open Space

Candidate Site Ref: 219.C1



5.1.1 SITE AND SURROUNDINGS

Site Description

The Pencoed Campus is located to the north-east of Bridgend, to the north of the M4 motorway (Junction 35). It is located within the administrative boundary of BCBC, but directly adjacent to the boundary with Rhondda Cynon Taff County Borough Council (RCT). The site comprises approximately 50 hectares (127 acres) and is arranged in two parts: the main site (land and buildings to the east of the A473) comprising 46 hectares (113 acres) and additional land of 6 hectares (14 acres) to the west of the A473. Bridgend College also own a parcel of land to the south west of the main site, known locally as the 'Cabbage Patch'.



Proposed Use of Land

It is proposed that the site is allocated for mixed use development which reflects the findings of initial technical and environmental surveys and investigations and known constraints (notably the 12m easement required by the high pressure gas main).

A 'buffer' to the eastern and southern edges of the existing campus is sought, to allow for future flexibility for the expansion of the college. Initial and high level capacity studies indicate that the site can deliver between approximately 800-1000 new homes. A significant area is proposed to be used as public open space. This will allow the potential relocation of the playing fields, either to locations to the east of the main site or, to land west of the A473.

New access points can be achieved on the northern and southern boundaries of the site, to the A473 and Felindre Road respectively. No third party land is required to deliver these access points and there are no technical constraints to the acceptable and safe design of new accesses into the site at these locations.

Site Surroundings

The main site is bound to the north and west by the A473, to the south by Felindre Road, to the east by the Ewenni Fach brook and to the south east by farmland. The land west of the A473 is bound by Felindre Road to the south and by the Ewenny River to its west and the north. Beyond the river is residential development. The wider area comprises a mix of land uses, predominately residential and commercial to the west associated with Pencoed. The Sony Factory (and wider employment land allocation) is located to the south of the site. Land to the north and east is mostly farmland. There is a hotel and restaurant located to the south east of the site.

5.1.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

The Site itself is not subject to any ecological designations. The site promoter has undertaken an ecological survey, which shows the site is not located within an area protected by a local, regional or national area for landscape reasons. It is considered that there would be no significant adverse landscape and visual impacts which would constrain the development of the site.

Heritage

The site is not located within a Conservation Area. There are two Listed Buildings within the main campus (Tregroes House and the bridge located on the driveway leading to the House), which would be considered as part of any redevelopment and new development proposals on the site.

Flood Risk

The majority of the main site lies mostly in Flood Zone A, so is considered to be at little or no risk of fluvial or coastal / tidal flooding. However, land on the eastern boundary of the site and in the south eastern corner of the site is designated as Flood Zone C2, land which is without significant flood defence infrastructure. Most of the land to the west of the A473 is also in Flood Zone C2. The NRW maps have recently been updated to include information about the risk of flooding from reservoirs and surface water. The maps shows that in addition to the land shown at risk of flooding (there is some overlap of Zone C2 with some surface water flood risk), there are small areas considered to be at low risk of surface water flooding.

5.1.3 ACCESSIBILITY CREDENTIALS

The site is located in a sustainable location on the edge of Pencoed and is accessible to public transport (including a train station) and other community services. Pencoed town centre to the west gives access to Bridgend College, Pencoed Comprehensive School, Pencoed Library and various convenience stores and medical facilities.

In terms of pedestrian accessibility, there is a network of footways in close proximity to the site which allows movement between the site and Pencoed Technology Park (immediately to the south of the site along with Premier Inn and McDonald's). There are a number of Public Rights of Way which exist across the site, including a Public Footpath which runs north-south from the A473 to Felindre Road.

Public Transport

The nearest bus stop is approximately 30m from the entrance of the Pencoed campus, with routes providing connections to Pencoed and Bridgend. Pencoed rail station is less than 1.2km walk from the site. The station is located on the Swansea-London main line with local services providing onward connections to Bridgend, Cardiff, Swansea and Maesteg.

Active Travel Routes

There are existing proposals to provide an active travel route to connect the campus to Pencoed town centre, the rail station and onward connections to the A473 towards Bridgend. A shared footway / cycleway currently exists along part of the southern side of Felindre Road located south-east of the site. Much of the public highway network (to the west of the site) is urban in nature and is therefore suitable to accommodate cyclists.

Key Issue to be resolved: A major consideration for this site is ensuring appropriate pedestrian connectivity (Active Travel Routes) with existing services, employment areas and public transport links in Pencoed. This will need to address safe crossing of the A473.

5.1.4 INFRASTRUCTURE REQUIREMENTS

Education

Education Capacity Assessments are currently being undertaken to assess the impacts of such a scheme on local education facilities. Given existing school capacities, it is likely that the scheme will need to deliver a new primary school on site.

Key Issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Key Issue to be resolved: Health capacity and provision.

Utilities

There is a 200mm diameter distribution water main which runs along the western boundary of the site. Owing to the number of units proposed, it is unlikely that the water supply network has sufficient capacity to serve the site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will be required to determine the level of reinforcement works required. Similarly, the site is crossed by a public combined sewer which runs north to south along the eastern boundary of the site before crossing the site towards the A474 south of the college campus. There are three sewers and a rising main traversing the site for which protection measures will be required in the form of easement widths or diversions – these are a 100mm combined rising main, a 150mm combined sewer, a 300mm combined sewer and a 525mm combined sewer.

The site is crossed by a high pressure gas main which runs north to south across the site. Wales and West Utilities have provided details of the easement associated with this pipeline which states that no structure should be erected within 6m (20ft) either side of the pipeline. Due to the high pressure nature of the pipeline it is considered a hazard and therefore there are also development exclusion zones associated with the pipeline. In this case, no buildings will be permitted within 14 metres of the pipeline, however ground levels could be adjusted in the zone beyond the edge of the legal easement. This is a constraint to development on a large part of the site as it limits the developable area.

Key Issue to be resolved: Further discussions with Wales & West Utilities will be required to inform the masterplanning of the site and the need to account for an exclusion zone surrounding the gas main. A hydraulic modelling assessment is required to inform the nature of reinforcement works and protection measures for the water supply network and public sewer.

5.1.5 INITIAL HIGHWAY APPRAISAL

From a Highway perspective, a Transport Assessment will be required to consider the impact of additional traffic accessing the A473 and Junction 35 of the M4. This should incorporate an element of trip generation from the consented elements of the Llanilid development in RCT. The perception of the site being remote from facilities in Pencoed can be overcome through the provision of on-site facilities and active travel route measures to complement those already proposed.

Key issue to be resolved: A Transport Assessment is required to assess the impact of additional traffic on the local highway network

5.1.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is not subject to any of the showstopper environmental or deliverability criteria and has therefore progressed to the detailed assessment stage (Stage 4).

5.1.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

The site would be a very attractive proposition to a number of regional and national house builders. It lies in a buoyant market area, there are no significant constraints or obstacles to the development of the site and therefore initial high level assessment indicates that the site is financially viable to come forward for development.

Whilst there are no significant constraints to development of the site, the presence of the gas main will restrict the scale of residential development. The need to potentially factor in the land take of a new primary school will have to be accounted for in the layout of the site.

Key Issue to be resolved: An initial viability appraisal has been submitted to demonstrate the deliverability of the site. The site promoter will need to provide a further viability appraisal at the next stage.

5.1.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The Candidate Site is located on the periphery of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1), therefore this site will be subject to further detailed assessment.

6. PYLE / KENFIG HILL / NORTH CORNELLY SUSTAINABLE GROWTH AREA



6.1 Sustainable Urban Extension: LAND EAST OF PYLE

Area: 100 Ha

Proposed Development: Mixed Use – Residential, Education, Community, Facilities and Public Open Space

Candidate Site Ref: 328.C1

6.1.1 SITE AND SURROUNDINGS

Site Description

The site is located to the east of Pyle and is divided into 2 parcels by the alignment of the A48. The site comprises approximately 100 hectares (247 acres) in total with parcel A consisting of 60 ha (148 acres) and parcel B 40ha (98 acres). The site rises gradually upwards away from the A48 roundabout and is currently used as farmland.



Proposed Use of Land

The proposed use of the site is for a comprehensive residential-led mixed use scheme including the provision of a new school, a local centre and other appropriate supporting infrastructure. The proposal would seek to deliver new pedestrian and Active Travel links from the site to Pyle to improve connectivity, with particular emphasis on the proximity of Pyle rail station. The potential layout of the site will be subject to further masterplanning work, but a sustainable development of approximately 1500 dwellings could be accommodated.

In terms of access, there is no direct access from the M4 or the A4229, however there is an existing access via the roundabout off the A4229 and the A48 to the existing dwellings at Ty Draw Farm. There are existing agricultural access points from the A48. Four vehicular access options are being promoted:

- Option 1: Left in/Out Junction on the A4229;
- Option 2: All Movements Traffic Signal Junction on the A4229
- Option 3: A48 Roundabout 5th Arm; and
- Option 4: Staggered Traffic Signal Junction on A48.

Further work is required to understand what measures might be required to ensure connectivity to Pyle district centre.

Site Surroundings

The M4 provides the southern boundary and the A4229 the western boundary of the site. The main Swansea-London rail line and Village farm industrial estate are located immediately to the north of the site. The wider area comprises a mix of land uses with residential development to the west of the site (North Cornelly). Pyle train station is located to the North West. Kenfig Hill district centre is approximately 1.5km to the north. Bridgend town centre is located approximately 7.4km away to the east of the site, which can be accessed via the A48 leading

onto the A473. The far western element of the site borders an area of common land, but the site is entirely within the control of the landowners who have submitted the candidate site.

Key issue to be resolved: Clarification of extent of common land and consideration of appropriate land use in this location to be factored into the master planning of the site

6.1.2 ENVIRONMENTAL DESIGNATIONS

Landscape and Ecology

Visually the site is open and exposed to views from the north, west and locally to the east as well as views from the M4 to the south. The most sensitive parts are the three high points, upper slopes and associated minor ridges, and the steep slope to the west on the southern edge. The least sensitive area lies to the north and west on the lower slopes/flat areas, which lends itself to be the most appropriate location for the bulk of higher density development. The southern part of parcel B is within a Special Landscape Area (SLA).

The site itself is not subject to any ecological designations. However further wildlife and habitat surveys will need to be carried out to inform the site's potential development.

There are two SSSI's located in close proximity to the boundary of the site: the Penycastell SSSI is located to the north east and the Stormy Down SSSI is located to the south east of the site. Both are physically separated from the site by the route of the trainline and the M4 respectively. Given the need to maintain a landscape buffer between major transport routes and any proposed development, neither are considered to be a constraint to development.

Key issue to be resolved: The impact upon the SLA will need to be assessed and further ecology surveys will be required.

Heritage

Archaeology Wales have undertaken a Desktop study which highlights and assesses the impact upon standing and buried remains of potential archaeological interest to ensure that they are preserved or adequately investigated and recorded if they are disturbed or revealed as a result of subsequent activities associated with the development. The findings show that in the north western area of the site exists a WWII pillbox. Additionally there is believed to be an area of earthworks in the north east of the site related to a 19th century farmstead, although potentially older. Located along the northern portion of the site is a 19th century tramline.

The site neighbours Stormy Castle, a medieval settlement. There is a possibility that it could extend into the site. Further work should be carried out to fully investigate any potential impacts. GGAT have advised that a geophysical survey of the site should be carried out.

Key issue to be resolved: More intrusive archaeological studies are required to inform the developable area of the site and the nature of any mitigation works required.

Flood Risk

The northern part of the site partially lies within flood zone C2, therefore the majority of the site is not at any risk of flooding. However, a flood consequence assessment will be required.

Key issue to be resolved: The developer will need to undertake a FCA to inform the extent of the developable part of the site.

6.1.3 ACCESSIBILITY CREDENTIALS

The site is located in a potentially sustainable location to the east of Pyle, and is close to public transport (including Pyle train station) and other community services. However, poor connectivity to Pyle's district centre and surrounding area will need to be addressed. In terms of footpaths and pedestrian accessibility, it is noted that there is currently a lack of footways in close proximity to the site which currently prevents easy pedestrian movement between the site and Pyle. Any proposed development will need to rectify this and provide a safe crossing of the A48 and A4229. There is an informal footway which extends along the northern boundary of parcel A, with the addition of a pedestrian crossing on the roundabout shared with the A4229.

Public Transport

Bus stops can be found immediately to the south east of the site which accommodates the X1 (Swansea) and X4 (Neath) service (within 500m). Pyle district centre also provides bus services to Porthcawl.

The site is located within approximately 750m of Pyle's train station, which provides access to Swansea, Cardiff and London. Pyle station is currently the subject of a feasibility study examining the potential for the establishment of a transport hub at the station to incorporate extended park and ride facilities and improved links to Porthcawl and Village Farm Industrial Estate. Bridgend station is approximately 7 miles to east.

Active Travel Routes

There are currently no active travel routes in the immediate area. Any development within this site would need to establish active travel routes between the site and Pyle's district centre.

Key issue to be resolved: A suite of measures are required to improve connectivity to Pyle.

6.1.4 INFRASTRUCTURE REQUIREMENTS

Education

Education Capacity Assessments are currently being undertaken to assess the impacts of such a scheme on local education facilities. The scale of the site is such that a new Primary School will need to form part of the proposals and be factored into the masterplanning and viability assessments.

Key issue to be resolved: The outcome of the Education Capacity Assessment will feed into the viability appraisal.

Health

The Council is liaising with the local health board to determine the impact of such a development on existing local health services. The outcomes of this assessment will be included in this section.

Utilities

There are no known constraints in providing the site with a supply of clean water, or accommodating foul-only flows to the public sewerage network other than the potential provision of offsite connections. There is a Medium Gas Pressure main located in the northern portion of Parcel B, and Wales & West Utilities have suggested an appropriate buffer zone be incorporated into the detailed masterplanning of the developable area of the site. Other known

utilities are to be noted but do not constitute significant constraints to development other than overhead electric cables.

6.1.5 INITIAL HIGHWAYS APPRAISAL

A transport assessment is required to understand the impact of development on the existing road network, in particular the A48 running along the site and the existing railway bridge serving the only existing access to Pyle district centre.

Key issue to be resolved: A TA is required to assess the impact of development on the highway network, the optimum means of accessing the site, and the measures required to achieve connectivity with Pyle and the railway station.

6.1.6 INITIAL SUSTAINABILITY APPRAISAL

The initial findings from the Sustainability Appraisal process has demonstrated that this site is subject to major constraints identified in the SA as being potential showstopper environmental or deliverability criteria. It has not therefore progressed to the detailed assessment stage (Stage 4).

The constraints are identified as:

Site on Common Land
Proximity to SSSI
Proximity to Flood Risk Zones

Key issue to be resolved: Site promoter to demonstrate that the identified constraints can be satisfactorily overcome.

6.1.7 INITIAL DELIVERABILITY & VIABILITY APPRAISAL

The site would be an attractive proposition to a number of regional and national housebuilders due to its scale. However, there are significant connectivity issues that need to be overcome to ensure the development achieves a level of sustainability to meet the place making requirements of the Preferred Strategy. Without these, there is a danger that the scheme could become a car led scheme given its proximity to the M4.

The viability of the scheme will need to account for the provision of a new primary school on site, in addition to significant highway works to ensure it delivers a sustainable development.

Key issue to be resolved: Site promoter needs to provide a viability appraisal to demonstrate the deliverability of the site.

6.1.8 DOES THE PROPOSED SITE CONFORM TO THE PREFERRED SPATIAL STRATEGY

The site is located on the periphery of North Cornelly which is identified as a sustainable growth area (as defined by SP1). The sustainability appraisal has ruled out the site for consideration due to the location of the site on common land, proximity to an SSSI in addition to proximity to a flood risk zone. However, these constraints are located on the edges within and outside the site boundary and are unlikely to cause significant constraint. The site promoter will need to undertake further assessment in order to determine the suitability of residential development on this site.

Appendix 3: Supplementary Planning Guidance to be produced

The following Supplementary Planning Guidance (SPG) will be produced:

Supplementary Planning Guidance	Expected Publication
Sustainable Place making and Design	Revised / published upon LDP adoption
Masterplans and Development Briefs for key sites	Published after LDP adoption
House Extensions	Revised / published after LDP adoption
Shop Fronts	Revised / published after LDP adoption
Affordable Housing	Revised / published after LDP adoption
Education Facilities and New Development	Revised / published after LDP adoption
Trees	Revised / published after LDP adoption
Hot Food Takeaway Establishments	Revised / published after LDP adoption
Place plans	Revised / published after LDP adoption
Renewable Energy and Decarbonisation	Revised / published after LDP adoption
Low Carbon Heating Technologies for New Development	Revised / published after LDP adoption
Energy Efficiency Provision within the Design of Buildings	Revised / published after LDP adoption
Green Infrastructure	Revised / published after LDP adoption
Biodiversity	Revised / published after LDP adoption
Safeguarding Employment Sites	Revised / published after LDP adoption
Parking Standards	Revised / published after LDP adoption
Built Heritage Strategy	Revised / published after LDP adoption