



Bridgend Replacement Local Development Plan 2018-2033



Matters Arising Changes Consultation

Table of Contents

| | | |
|----|---------------------------|-----|
| 1. | Introduction..... | 1 |
| 2. | Consultation..... | 2 |
| 3. | Schedule of MACs..... | 4 |
| 4. | Schedule of Map MACs..... | 116 |

Appendices

Schedule 1

| | |
|---|-----|
| Appendix 1: Future Wales: National Plan 2040 Outcomes Conformity Assessment..... | 118 |
| Appendix 2: Supplementary Planning Guidance Timescales | 123 |
| Appendix 3: Implementation and Delivery Appendix..... | 127 |
| Appendix 4: Porthcawl Waterfront Boundary Amendment..... | 220 |
| Appendix 5: Policy COM 11(7) Land off Waunscil Avenue, Bridgend Proposals Map Amendment..... | 221 |
| Appendix 6: Appendix 6: Local Search Areas for Wind and Solar Inset Map..... | 222 |
| Appendix 7: Illustrative Strategic Site Masterplans..... | 223 |
| Appendix 8: Housing Trajectory..... | 228 |
| Appendix 9: Table 7 – Summary of Spatial Distribution of Housing..... | 249 |

Schedule 2

| | | |
|----|-----------------------|-----|
| 5. | Schedule of MECs..... | 250 |
|----|-----------------------|-----|

BRIDGEND REPLACEMENT LOCAL DEVELOPMENT PLAN (LDP) 2018-2033

Matters Arising Changes Consultation

1. Introduction

- 1.1 The Bridgend Replacement Local Development Plan (RLDP) 2018-2033 is currently the subject of an Examination in Public (EiP). The Council has compiled a Schedule of Matters Arising Changes (MACs) primarily as a result of Action Points arising from the Examination Hearing Sessions that took place from February to March 2023. These changes are required to make the Plan sound. The MACs also include a number of other changes arising from the Council's responses to Deposit Stage representations, which are considered by the Council to add clarity to the Plan and assist with demonstrating its soundness. All of these MACs have been agreed with the Inspector. The MACs are presented for consultation and details of the consultation arrangements can be found below. This document should be read in conjunction with the updated Action Points available on the Examination website.

Types of MACs

- 1.2 The Matters Arising Changes fall into two categories:
- a) **MACs (for consultation).** The MACs are the main proposed changes to the Plan. They include changes of varying substance which relate to policy wordings, explanatory text and the proposals map. The Council considers these changes necessary to demonstrate the soundness of the RLDP and they have been agreed with the Inspector. These changes use the prefix 'MAC' and are individually numbered.
 - b) **Minor Editing Changes (for information).** The Minor Editing Changes (MECs) are alterations to the Plan which do not affect the meaning or implementation of a policy. They primarily include minor typographical changes, policy re-numbering and other general editing changes to the written statement, to explain its redrafting from a Deposit Plan to an

adopted Plan. The MECs are presented for information only and representations are not invited on them.

- 1.3 Some of the changes identified in the schedule require mapping changes to the Proposals Map and Inset Maps. These illustrate boundary changes, factual corrections or the inclusion of additional information on the LDP Proposals Map and Inset Maps. Only map changes relating to soundness issues are included in the MACs (distinguished as Map MACs), others, which are factual changes, are included in the MEC schedule.
- 1.4 The two types of changes set out above are presented in separate schedules. The changes are presented in table form with each change having:
 - a) a unique reference number;
 - b) the part of the RLDP to which it relates e.g. policy number or paragraph number;
 - c) the change itself with proposed deleted text presented in **red strikethrough** and new proposed text presented in **green**; and
 - d) the source or origin of the change such as the Action Point reference or supporting document reference together with the reason for the change.
- 1.5 Further consequential changes may also be necessary to the text of the RLDP as a result of the MACs identified in the schedule.

2. Consultation

- 2.1 The Schedule of MAC's and supporting documents can be viewed online (<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/>), at Civic Offices during normal opening hours and libraries during normal opening hours. The MACs consultation documents comprise the following:
 - a) Schedule of MACs (this document);
 - b) Sustainability Appraisal (SA) Addendum; and
 - c) Habitats Regulations Assessment (HRA) Addendum.
- 2.2 The MACs should be read in conjunction with the following documents:
 - a) RLDP Hearing Session Action Points;

- b) The Deposit LDP Written Statement; and
- c) The Deposit LDP Proposals maps.

2.3 **Representations at this stage of the RLDP's examination must relate only to the MACs. Representations that seek to add to previous representations made at Deposit Stage or any new objections to other elements of the Plan will not be accepted.** Each representation must specify the MAC or supporting document to which it relates and set out clearly whether the MAC is supported or objected to. Each representation must also be accompanied by appropriate explanation and reasoning, including how the Plan should be changed to make it sound (if applicable).

2.4 The consultation on the MACs is for a 6-week period. The consultation period commences 31/07/2023 and ends on 11/09/2023 (11.59pm). Representations may be made by downloading the representation form (word document) and e-mailing the completed form to LDP@Bridgend.gov.uk or posting a hard copy to the address below:

Strategic Planning Policy, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB.

2.5 Duly made representations on the MACs will be forwarded to the Inspector for consideration. These representations will be taken into account by the Inspector when drafting the written Report into the Examination of the Deposit LDP. Representations and representor names will be published but further personal information will be redacted. Any queries regarding this consultation should be directed to the Council's Strategic Planning Policy Team on 01656 643633 or LDP@Bridgend.gov.uk. Any queries relating to the Examination of the LDP should be directed to the Programme Officer, Amanda Borge on 07977845855 or LDPProgrammeOfficer@bridgend.gov.uk.

3. Schedule of MACs

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|--|
| MAC 001 | <p>AP 1.1 – Amend SOBJ2 to read ‘To Create Active, Healthy, Inclusive and Social Communities’.</p> <p>Term added in response to Representor 1033’s suggestion at Deposit Consultation Stage (enhance comprehensiveness of the objective).</p> | <p>Para 4.2.1 and Strategic Objective 2 amended to include the following additional text highlighted in green.</p> <ul style="list-style-type: none"> • SOBJ2: To Create Active, Healthy, Cohesive, <i>Inclusive</i> and Social Communities |
| MAC 002 | <p>AP 1.2 – Amend subsection on Future Wales – The National Development Framework / Plan to explain how the RLDP conforms with the requirements and policies of the National Plan.</p> | <p>Para 2.6.5 to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p>“The National Development Framework (NDF) Future Wales: National Plan 2040 considers the issues significant to Wales’ 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 NDF Future Wales: National Plan 2040 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. Future Wales: National Plan 2040</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| | | <p>provides a high-level framework for the future Strategic Development Plan (SDP) and clearly identifies Bridgend as a National Growth Area within the wider region. The LDPs strategy will only serve to complement and align with Future Wales by apportioning sustainable growth to the County Borough and by capitalising on its sustainable transport connections. The Strategic and Specific policies of the LDP form the framework for implementing and delivering the Council's vision and objectives. It is imperative that sustainable development principles are embedded into the LDP (including strategic policies) to help achieve delivery of the 11 Future Wales' Outcomes. Appendix 2 details the objective assessment undertaken to demonstrate how the LDP makes a significant positive contribution towards delivering the 11 outcomes set out within Future Wales. The assessment shows that the policies within the LDP are in general accordance with and support the delivery of Future Wales' Outcomes, thereby providing a sound framework for enabling sustainable development within the County Borough.</p> <p>Conformity Table (Appendix 1) also to be appended to the RLDP as Appendix 9.</p> |
| MAC 003 | AP 1.3 – Amend subsection on the Strategic Development Plan for South East Wales (SDP) to explain the relationship between the RLDP and the emerging SDP. | <p>Para 2.6.6-2.6.7 amended to include the following additional text highlighted in green.</p> <p>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. 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. Regional Corporate Joint Committees (CJCs) will undertake strategic development and regional transport planning in the future, including preparing SDPs. Although Bridgend County</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>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. The Bridgend Replacement LDP has been prepared in conformity with Future Wales, promoting Bridgend as a National Growth Area in the context of the wider region. This approach is highly likely to be consistent with the approach used in future SDP preparation to ‘future proof’ the RLDP.</p> <p>2.6.7 Bridgend occupies a pivotal position in the Cardiff Capital Region, also acting as the gateway to the Swansea Bay Region. The locality will undoubtedly play a key role in delivering sustainable economic growth as part of the wider SDP in order to fulfil its role as a National Growth Area (as defined by Future Wales) and also capitalise on its sustainable transport connections and inter-related settlement hierarchy. Bridgend’s RLDP has been prepared following close dialogue with all neighbouring LPAs (Vale of Glamorgan, Neath Port Talbot and Rhondda Cynon Taf County Borough Councils) as well as other essential organisations. This dialogue has been conducted both on an individual and topic basis, but also through the South East Wales Strategic Planning Group and other topic-based forums. Regional methodologies have also been utilised throughout development of the Replacement LDP evidence base to inform, for example, the Settlement Assessment and Candidate Site Assessment. This has ensured a consistent approach to evidence base development, helped to remove duplication and promoted the sharing of data and best practice across the region; considering the wider regional context as far as possible. Bridgend’s Candidate Site Assessment process has sought to promote the most sustainable sites that are conducive to sustainable placemaking-led development, adopt the ‘Town Centre First’ principle and follow Planning Policy Wales’ brownfield site search sequence. The strategy is designed to promote transit-orientated development, maximise active travel opportunities, minimise pressure on best and most versatile agricultural land and enable affordable housing delivery in high housing need areas. The RLDP has therefore been prepared in strict accordance with national policy and an approach that will similarly accord with the future SDP. Based on the sites’ sustainability credentials, it’s considered that the proposed allocations will form</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|---|
| | | <p>a key part of the existing land bank of sites that will support the SDP and impact positively on the region. The Replacement LDP will therefore not have an adverse impact on the future formulation or delivery of the SDP for South East Wales. In fact, the Replacement LDP will significantly contribute to the aims and objectives of the future SDP and help to maximise the SDP's ability to produce sustainable planning outcomes.</p> |
| MAC 004 | <p>AP 1.4 – Update paragraph 5.2.45 to include a reference to, and explain the changes introduced by the Flood Maps for Planning.</p> | <p>Para 4.3.14, 4.3.43 and 5.2.45 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p>“4.3.14 The delivery of new flood defences (in addition to the existing defences) and re-designation of Porthcawl as a Defended Zone will provide a coincidental opportunity to enable the Porthcawl Waterfront site to come forward and provide residential-led growth that maximises the benefits of this unique location. 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. Several sensitive development projects could also be promoted and brought forward by means of broad tourism related The regeneration. 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</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>sensitive areas of international importance, ensuring due consideration is given to landscape and biodiversity interests in the context of local urban capacity.</p> <p>4.3.43 Specifically, Porthcawl is allocated as a Regeneration Growth Area, facilitated through the. The flood defence works and re-classification of the area as a Defended Zone has provided a coincidental opportunity for the redevelopment of the Waterfront Regeneration Area waterfront. This designation seeks to balance the interests of tourism with those of economic development and environmental considerations to promote sustainable, placemaking-led development. The significant regeneration of Porthcawl's waterfront will capitalise on the town's role as a premier seaside and tourist destination, whilst improving the attractiveness of the town as a place to live and work and enhancing the vibrancy of the Town Centre. Detailed viability, deliverability and master planning work has been completed to demonstrate that this site can come forward and contribute to the housing land supply over the Replacement LDP period.</p> <p>5.2.45 SP4 also recognises the risk of flooding as a key effect of climate change. The Policy seeks 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. The Development Advice Maps Flood Map for Planning accompanying TAN 15 includes climate change information to show how this will affect flood risk extents over the next century, along with the potential extent of flooding assuming no defences are in place. The Flood Map for Planning identify the flood risk zones as set out in the TAN and has been supplemented by a Strategic Flood Consequences Assessment for Bridgend County Borough. This information has influenced the siting and type of development allocations within the Replacement LDP and will also inform policies on flood risk whereby subsequent development proposals can be assessed. A new SPG will also be prepared to set the framework for a local approach to flood risk management within Bridgend Town Centre."</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|---|
| MAC 005 | AP 1.5 – Amend the RLDP to include a table setting out a prioritised list of the Supplementary Planning Guidance to be produced by the Council and the indicative timescales for preparing the documents (for completeness). | The table set out as Appendix 2 to this document to be included as a new Appendix to the LDP (Appendix 10). |
| MAC 006 | AP 1.6 – Council to amend Policy SP3 (n) to refer to high-speed digital infrastructure. (Broadband infrastructure is a requirement as set out in the Future Wales). | Policy SP3(n) to be amended to include the following additional text highlighted in green. Previous Policy SP3(n) to become SP3(o) as below. n) Include the provision of high-speed digital infrastructure from the outset; and o) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development. |
| MAC 007 | AP 1.7 - Council to amend: paragraphs 4.3.65 and 5.2.6 to refer to inclusion of concept masterplans in the RLDP; and to | Paragraphs 4.3.65 and 5.2.6 to be amended to include the following additional text highlighted in green: 4.3.65 The sites within SP2 are considered essential to delivery of the LDP and have been subject to rigorous viability and deliverability testing in collaboration with specific site promoters. This process has certified that the costs of the development requirements and placemaking |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|---|
| | <p>include illustrative masterplans for each of the Strategic Development Sites.</p> <p>(In order to provide a visual element to the plan and assist all parties to understand how the sites will be developed in broad terms, subject to refinement at planning application stage).</p> | <p>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. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.</p> <p>5.2.6 The following Thematic Policies (PLA1-PLA5) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. These detailed Thematic Policies are set within the context of SP3 and will enable its implementation, in accordance with the Growth and Spatial Strategy identified within SP1 and Strategic Allocations identified within SP2. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.</p> <p>Concept masterplans for each strategic site to be appended to the Plan as LDP Appendix 7: Illustrative Strategic Site Masterplans. Appendix 7 to read:</p> <p>Concept masterplans for each strategic site are provided below for illustration purposes only. The final masterplans will be refined as part of future planning applications in accordance with the respective masterplan development principles detailed in Policies PLA1-5. Further consultation will also be undertaken as part of the Pre-Application Consultation process.</p> <ul style="list-style-type: none"> • SP2(1) Porthcawl Waterfront Illustrative Masterplan • SP2(2) Land South of Bridgend Illustrative Masterplan |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| | | <ul style="list-style-type: none"> • SP2(3) Land West of Bridgend Illustrative Masterplan • SP2(4) Land East of Pencoed Illustrative Masterplan • SP2(5) Land East of Pyle Illustrative Masterplan (See appendix 7 of this MAC Schedule) |
| MAC 008 | <p>AP1.8 - Council to provide updated information in the relation to the Strategic Site Allocations, and Non -Strategic Site Allocation (Housing) and Employment Allocations in Appendix 5: Implementation and Deliver Appendix.</p> <p>(In order to set out what is expected from the development and the costs in bringing the sites forward) .</p> | <p>Updated information in relation to the Strategic, Non-Strategic and Employment Allocations is detailed within Appendix 3 below. Proposal to include this updated information as Appendix 5 (Implementation & Delivery) to the RLDP Written Statement.</p> |
| MAC 009 | <p>AP 2.1 – Council to amend Policy SP6 and associated text to reflect changes to the</p> | <p>Policy SP6 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red as follows:</p> <p><u>SP6: Sustainable Housing Strategy</u></p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|--|
| | <p>housing land supply figure.</p> <p>Appendix 1 (Housing Trajectory) and Table 7 also to be amended for consistency</p> | <p>The plan makes provision for 9,207 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 1,977 1,711 of these homes will be affordable. Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will:</p> <ol style="list-style-type: none"> 1) Prioritise the re-use of previously developed (Brownfield) land; 2) Enable delivery of Strategic Sites, including Regeneration Sites within existing settlement boundaries and Sustainable Urban Extensions (SUEs) on the edge of established settlements; 3) Enable Edge of Settlement 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 and promote self and custom build opportunities. |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>There will be a presumption against housing development in all areas outside defined settlement boundaries, unless the proposal is considered an appropriate exceptional case as detailed in Development Management Policy COM5.</p> <p>Delivery of the housing requirement is fundamental to effectiveness of the LDP and will be monitored on an annual basis through the Annual Monitoring Report.</p> <p>Supporting paragraph 5.3.8 to be amended as below:</p> <p>The Plan makes provision for 9,207 8,628 new dwellings in Bridgend County Borough (incorporating a 1,632 1,053 dwelling over allocation / 20 14% flexibility allowance) to accommodate a housing requirement of 7,575 dwellings during the 15 year LDP period from 2018 to 2033. As evidenced through the Housing Trajectory (Appendix 1), this level of flexibility comfortably demonstrates delivery of the Anticipated Annual Build Rate (AABR) throughout the plan period. The flexibility allowance 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. This will allow for the plan and trajectory to be resilient and sufficiently adaptable to deal with any unforeseen changes, whilst still enabling the housing requirement to be delivered.</p> <p>Supporting paragraph 5.3.16 to be amended as below:</p> <p>Additional long-term Regeneration Sites are also proposed for allocation, located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in PPW, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery. These sites will therefore be considered 'bonus sites' in addition to the provision identified</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|---|
| | | <p>in Table 7. Specifically, Coegnant Reclamation Site (COM1 (R1)), the Former Cooper Standard Site, Ewenny Road (COM1 (R2)) and Maesteg Washery (COM1 (R32)), will not be counted as part of the immediate housing land supply, although the Council remains committed to their redevelopment through their allocation as long-term Regeneration Sites. This recognises the fact that the deliverability timescales of these sites are more difficult to specify, despite their high credentials in terms of sustainable development and placemaking.</p> <p><u>Appendix 1: Housing Trajectory to be updated as per Appendix 8.</u></p> <p><u>Table 7: Summary of Spatial Distribution of Housing to be updated as per Appendix 9.</u></p> |
| MAC 010 | <p>AP 2.8 – Council to consider including a benchmark dwellings per hectare figure in Policy COM 6 (for clarity and to maximise sustainable densities).</p> | <p>Policy COM6 to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>COM6: Residential Density</u></p> <p>Development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density. In the first instance, residential development should seek to reflect a density of 50 dwellings per hectare. Higher residential densities and mixed uses must be achieved along public and mass transport hubs to maximise the opportunities for transit orientated development. Lower density of development will only be permitted where:</p> <ol style="list-style-type: none"> 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or 2) The minimum density would harm the character and appearance of the site’s surroundings; or 3) Where it can be demonstrated there is a particular lack of choice of housing types within a local community. |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|---|
| | | <p>In all cases, housing developments must make the most efficient use of land in accordance with sustainable, placemaking principles. Good Design must be utilised to maximise the density of development without compromising the quality of the living conditions provided, whilst making adequate provision for privacy and space about dwellings.</p> <p>Residential development on allocated sites must be delivered in accordance with the capacities specified in COM1 or otherwise robustly demonstrate why variance is necessary.</p> <p>The reasoned justification is to also been amended to include a reference to residential density as defined in Future Wales. Proposed changes have been made in green:</p> <p>5.3.37 All land utilised for development must be used as efficiently as possible and brought forward at a density which maximises the development potential of the land and the level of affordable housing provision in accordance with COM6, which requires a density of 50 dwellings per hectare (as defined in Future Wales: The National Plan 2040 (or subsequent iterations)). Higher density developments can help to lessen the quantity of land needed to meet future housing needs, although a balance has to be achieved to ensure a quality living environment enshrined in placemaking principles.</p> |
| MAC 011 | <p>AP 2.9 – Council to revise Policy COM 7 to clarify the requirements of criterion 1 and 6.</p> <p>This is considered necessary to ensure</p> | <p>Policy COM7 to include the following additional text highlighted in green:</p> <p><u>Policy COM7: Houses in Multiple Occupation</u></p> <p>Proposals to convert an existing building into a House in Multiple Occupation (HMO), bedsits or other forms of shared housing will only be permitted within defined settlement boundaries if:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|---|
| | <p>that the Council has effective control on preventing an over concentration of HMOs and any resulting cumulative impacts within the County Borough.</p> | <p>1) The cumulative impact of the development would not lead to an over concentration of HMOs in the locality to the detriment of community cohesion or residential living standards; It would not lead to more than 10% of all residential properties within a 50m radius of the proposal being HMOs;</p> <p>2) Conversion is possible without major extensions or alterations to the building which would significantly alter the character and appearance of the street scene and the broader locality;</p> <p>3) The scale and intensity of use would be compatible with the existing building and adjoining and nearby uses;</p> <p>4) the proposal incorporates on-site parking provision or demonstrates that it will not have an adverse effect on local parking provision;</p> <p>5) the proposal includes adequate storage for recycling/refuse, cycles and a clothes drying area; and</p> <p>6) The proposal does not result in any residential property being directly between two HMOs or more than two HMO's being side by side. The proposed development would not have an unacceptable adverse impact on residential amenity.</p> <p>In all other respects development will be expected to meet the relevant requirements set out in other LDP policies.”</p> <p>In addition, the following amendments are proposed to the supporting text at paras 5.3.41. The additional text is highlighted in green.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|---|
| | | <p>5.3.41 However, residents of HMOs can often remain in situ for relatively less time than residents of other dwelling houses, meaning areas with significant concentrations of HMOs can witness greater population turnover. Equally, multiple occupation of a house can involve intensification of its residential use, due to a greater number of independent adults residing within the property. In certain instances, this can lead to increased levels of activity in and around the house, greater noise levels, additional demand for car parking spaces and waste disposal issues. Nevertheless, conversion of a single dwelling house into a HMO may not necessarily constitute intensification. For example, a single dwelling house could accommodate an adult couple plus several additional adult children who are set to remain in the parental home for an unspecified period. On this basis, it is normally difficult to demonstrate the degree of impact that an individual property converted to a HMO may have on the character and amenity of its surroundings. However, a high proportion of HMOs can have a much more significant cumulative impact on the character of an area, its residential amenity and also local community cohesion. The Welsh Government’s Housing in Multiple Occupation: Review & Evidence Gathering report found concerns regarding the number of HMOs increases once concentrations of HMO households rise above 10%. Such concentrations have the potential to cause negative amenity impacts upon existing residents including the potential for increased levels of disturbance associated with multiple households within a property. These factors combined with a reduction in the number of family homes within an area can inhibit the maintenance of sustainable, mixed and balanced communities.</p> |
| MAC 012 | AP 2.10 – In discussion with the HBF, the Council is to consider amending Policy COM 10 to clarify its requirements in | <p>Policy COM10 to include the following additional text highlighted in green.</p> <p><u>COM10: Provision of Outdoor Recreation Facilities</u> Provision of a satisfactory standard of outdoor recreation space is required on all new housing developments, based on following standards:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|--|
| | <p>respect of matters such as SUDs and areas for biodiversity enhancement.</p> | <p>1) 1.2 hectares per 1,000 population for Playing Pitches; 2) 1.6 hectares per 1,000 population for Other Outdoor Sports (non-pitch); 3) 0.25 hectares per 1,000 population for Equipped/Designated Play Areas; 4) 0.3 hectares per 1,000 population for Other Outdoor Provision; 128 5) 0.2 hectares per 1,000 population for Allotment provision;</p> <p>The nature and type of provision will be informed by the findings of the latest Outdoor Sport and Children’s Playspace Audit and Allotment Audit. On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities and New Housing Development SPG.</p> <p>Good quality SuDS (such as wetlands, swales, ponds and vegetated SuDS) that help enhance access to green spaces and provide an improved local environment which integrates the surface water drainage function with open space and provides habitat opportunities to deliver biodiversity net benefit will be supported. However, the SuDS provision must not impact on the continual use of formal open space throughout the year, nor be used in lieu of providing a suitable amount of outdoor recreation facilities and play space provision in line with Fields in Trust (FIT) Guidance.</p> <p>Financial contributions, equivalent to the same value that would otherwise be expected on-site, may be acceptable in lieu of on-site provision for larger scale play spaces, or where existing play space lies within walking distance of a proposed development.</p> <p>These contributions will be used to improve existing provision by:</p> <ul style="list-style-type: none"> a) making an area more accessible to the community; b) better management for biodiversity and/or for passive enjoyment; c) enhancements through more usable equipment, or better space or ancillary facilities; d) increase in playing capacity; or |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| | | e) a combination of the above |
| MAC 014 | AP 2.12 – Council to amend the reasoned justification of Policy COM 11 to reference to enabling development (for added clarity). | <p>Para 5.3.68 to include the following additional text highlighted in green.</p> <p>In addition to the benefits of formal recreation provision, PPW highlights how informal, yet high quality and accessible green spaces can promote nature conservation, biodiversity and better air quality to enhance the quality of life of individuals and communities. Such spaces also have a role in climate protection and in enabling the adaptation of urban areas to the impacts of climate change, for example by contributing to flood management and helping to reduce the effects of urban heat islands. Natural and Semi-Natural Greenspace and Amenity Green Space are less formal in character than Outdoor Recreation Facilities and provide the opportunity for a mixture of activities to be enjoyed by all ages of the community. COM11 promotes the provision of such spaces, which include informal recreation spaces and communal green spaces in and around housing areas. Such areas are important components of the wider green infrastructure network to protect and enhance biodiversity and ecological resilience, whilst improving well-being outcomes in accordance with DNP8. Development proposals that provide an enhanced level of accessibility to natural and semi-natural greenspace (including amenity greenspace) may be supported subject to other policies in the RLDP.</p> |
| MAC 015 | AP 3.1 - Council to amend the affordable housing target in Policy SP6 and associated text (to update target in line with the refreshed housing trajectory). | <p>MAC 015 should be read in conjunction with MAC 047.</p> <p>Policy SP6 will be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p><u>SP6: Sustainable Housing Strategy</u></p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>The plan makes provision for 8,335 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 4,977 1,711 of these homes will be affordable.</p> <p>Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will:</p> <ol style="list-style-type: none"> 1) Prioritise the re-use of previously developed (Brownfield) land; 2) Enable delivery of Strategic Sites, including Regeneration Sites within existing settlement boundaries and Sustainable Urban Extensions (SUEs) on the edge of established settlements; 3) Enable Edge of Settlement 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 and promote self and custom build opportunities. <p>There will be a presumption against housing development in all areas outside defined settlement boundaries, unless the proposal is considered an appropriate exceptional case as detailed in Development Management Policy COM5.</p> <p>Delivery of the housing requirement is fundamental to effectiveness of the LDP and will be monitored on an annual basis through the Annual Monitoring Report.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|---|
| | | <p>Supporting paragraph 5.3.10 will be amended as follows:</p> <p>The delivery of affordable housing is an integral part of the LDP’s overall housing requirement, which incorporates 4,977 1,711 affordable housing units.</p> |
| MAC 016 | <p>AP 3.2 – Council to amend Policy COM 5 and associated text to include reference to the development of affordable housing ‘within or adjoining’ settlement boundaries (to comply with national policy).</p> <p>And</p> <p>AP 3.3 – Council to review Policy COM 5 (2) and, in light of the settlement hierarchy, consider if an alternative approach which provides greater flexibility to deliver</p> | <p>Policy COM5 to be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p>Proposals to develop affordable housing on sites outside within or adjoining settlement boundaries will only be permitted where:</p> <ol style="list-style-type: none"> 1) The proposal meets an identified local need that cannot be satisfied on alternative sites within the locality’s identified settlement boundary; 2) The proposal represents a logical extension to the existing settlement, does not exceed ten affordable dwellings and is of a scale appropriate to and in keeping with the character of the settlement; 3) The site is in a sustainable location, within or adjoining adjacent to an existing settlement boundary with reasonable access to at least a basic range of local community services and facilities; 4) The proposed dwelling(s) are of a size, tenure and design which is commensurate with the affordable housing need identified for the locality; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|--|
| | <p>affordable housing on exception sites might be appropriate (to enable affordable housing in the most sustainable areas).</p> | <p>5) There are secure mechanisms in place to ensure the dwellings are accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers; and</p> <p>6) There is no loss of land of important recreational, amenity or natural heritage value.</p> <p>Proposals within or adjoining Tier 1 and Tier 2 Settlements that exceed the threshold of ten dwellings in criterion 2 will be permitted where the applicant can demonstrate:</p> <ul style="list-style-type: none"> a) There are no existing concentrations of affordable housing within the site's vicinity, which would be further compounded by the proposal; b) The design, scale, layout and siting of the affordable homes will positively integrate with nearby existing communities to ensure the development will not result in a noticeable, isolated concentration of affordable housing; and c) The proposal contains a sustainable mix of house types, sizes and tenures to allow for a balanced community, while responding to housing need identified within the LHMA or by the Local Housing Authority. <p>All exception sites must provide enhanced active travel links to connect to the Active Travel Network and/or nearest commercial centre as appropriate.</p> <p>Market housing will not be permitted on 100% affordable housing exception sites. The proposed affordable housing must meet the needs of local people in perpetuity, which will be secured through the planning consent by means of a S106 legal agreement.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>Supporting paragraph 5.3.34 to be amended as below:</p> <p>5.3.34 COM5 will facilitate delivery of small affordable housing schemes within or adjoining existing settlements where it can be clearly demonstrated that there is a pressing local need and this need cannot otherwise be accommodated within the respective settlement boundary. Affordable Housing Exception Sites must typically comprise of no more than 10 units, which is the appropriate size for a sustainable cluster of affordable housing. Sites larger than 10 units can become increasingly uncondusive to the delivery and maintenance of balanced, mixed tenure communities and will therefore not be in accordance with COM5. However, it is recognised that the Tier 1 and Tier 2 Settlements are the most sustainable in the settlement hierarchy. Proposals for more than 10 affordable units may be acceptable within or adjoining Tier 1 and Tier 2 Settlements where applicants clearly justify the need to depart from a ten-unit cluster in the context of the wider environ and in response to acute local housing need identified by the LHMA and/or Local Housing Authority. In order to demonstrate these points, the planning application must be accompanied by a robust affordable housing statement. This must specify the reasons why the proposal deviates from the clustering threshold specified within COM5(2) and demonstrate how the development would not further compound or result in noticeable concentrations of affordable housing within a particular locality. The statement must also describe how a larger exception site would integrate with nearby existing communities in a manner that prevents stigmatisation and non-inclusivity by virtue of its design, layout, scale and siting. The statement must also detail how the mix of affordable tenures, types and sizes respond to the LHMA while maximising opportunities for different household structures to reside cohesively. Clusters of more than ten units will need to be carefully designed and balanced to help prevent atypically high child densities, over concentration of similar household types and undue clustering of households with high support needs in a small geographical radius. Enhanced connections to the Active Travel</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p data-bbox="770 240 2078 316">Network and/or nearest commercial centre must be provided to promote sustainable forms of travel and minimise reliance on the private car.</p> <p data-bbox="667 411 1391 443">Paragraph 4.3.62 to be amended as set out below:</p> <p data-bbox="667 475 2078 847">Affordable Housing Exception Sites will typically 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. The Replacement LDP seeks to deliver the identified affordable housing target within the designated settlement boundaries in accordance with placemaking principles. COM5 does not seek to promote significant levels of affordable housing development outside of settlement boundaries to contribute to this target, rather provide a mechanism to meet specific, pressing, yet limited housing need. Affordable Housing Exception sites will be small in scale and exceptional in circumstance.</p> <p data-bbox="667 943 1391 975">Paragraph 5.3.23 to be amended as set out below:</p> <p data-bbox="667 1007 2078 1378">The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP. On this basis, no further allowance has been made in Table 8 to factor in such alternative affordable housing delivery mechanisms. Equally, whilst there is a framework to enable affordable housing exception sites, these developments are intended to be</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--|----------------------------|--|-----------|----------------------------|-----------------------------|-----------------------|-----------|---------|---------|--|-------------------------|-----------|-----------|-----------|--|-------------------------|-----------|----------------------------|-----------|--|
| | | small in scale, exceptional in circumstance and only to meet an identified, pressing, local need. The LDP's affordable housing target does not factor in an allowance for affordable housing delivered on exception sites for this reason. | | | | | | | | | | | | | | | | | | | | |
| MAC 017 | AP 3.5 – Council to amend Table 9: Gypsy and Travellers Need over the Plan Period to reflect the revised need. | <p>Table 9 to be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p><u>Table 9: Gypsy and Traveller Need over the Plan Period</u></p> <table border="1" data-bbox="714 748 2029 1348"> <thead> <tr> <th data-bbox="714 748 965 879">Type / Location of Need</th> <th data-bbox="965 748 1167 879">2020-2025</th> <th data-bbox="1167 748 1391 879">2025-2033</th> <th data-bbox="1391 748 1592 879">Total Need LDP Plan Period</th> <th data-bbox="1592 748 2029 879">Allocation Required in LDP?</th> </tr> </thead> <tbody> <tr> <td data-bbox="714 879 965 1007">Residential (Pencoed)</td> <td data-bbox="965 879 1167 1007">0 pitches</td> <td data-bbox="1167 879 1391 1007">1 pitch</td> <td data-bbox="1391 879 1592 1007">1 pitch</td> <td data-bbox="1592 879 2029 1007">No – relocated to an existing authorised private site and no longer requires assistance.</td> </tr> <tr> <td data-bbox="714 1007 965 1094">Residential (Pen-Y-Fai)</td> <td data-bbox="965 1007 1167 1094">3 pitches</td> <td data-bbox="1167 1007 1391 1094">0 pitches</td> <td data-bbox="1391 1007 1592 1094">3 pitches</td> <td data-bbox="1592 1007 2029 1094">Yes – Land is allocated via SP7(1) for 3 pitches</td> </tr> <tr> <td data-bbox="714 1094 965 1348">Residential (Coytrahen)</td> <td data-bbox="965 1094 1167 1348">2 pitches</td> <td data-bbox="1167 1094 1391 1348">1 pitches pitch</td> <td data-bbox="1391 1094 1592 1348">3 pitches</td> <td data-bbox="1592 1094 2029 1348">Yes – Land is allocated via SP7(2) for 3 Pitches. No - consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches.</td> </tr> </tbody> </table> | Type / Location of Need | 2020-2025 | 2025-2033 | Total Need LDP Plan Period | Allocation Required in LDP? | Residential (Pencoed) | 0 pitches | 1 pitch | 1 pitch | No – relocated to an existing authorised private site and no longer requires assistance. | Residential (Pen-Y-Fai) | 3 pitches | 0 pitches | 3 pitches | Yes – Land is allocated via SP7(1) for 3 pitches | Residential (Coytrahen) | 2 pitches | 1 pitches pitch | 3 pitches | Yes – Land is allocated via SP7(2) for 3 Pitches. No - consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches. |
| Type / Location of Need | 2020-2025 | 2025-2033 | Total Need LDP Plan Period | Allocation Required in LDP? | | | | | | | | | | | | | | | | | | |
| Residential (Pencoed) | 0 pitches | 1 pitch | 1 pitch | No – relocated to an existing authorised private site and no longer requires assistance. | | | | | | | | | | | | | | | | | | |
| Residential (Pen-Y-Fai) | 3 pitches | 0 pitches | 3 pitches | Yes – Land is allocated via SP7(1) for 3 pitches | | | | | | | | | | | | | | | | | | |
| Residential (Coytrahen) | 2 pitches | 1 pitches pitch | 3 pitches | Yes – Land is allocated via SP7(2) for 3 Pitches. No - consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches. | | | | | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | |
|--------------------------|--|--|--------------------------|--------------------------|-----------------------|-----------|
| | | <table border="1" data-bbox="719 236 2029 368"> <tr> <td data-bbox="719 236 965 368">Total Pitches LDP Period</td> <td data-bbox="976 236 1167 368">5 pitches immediate need</td> <td data-bbox="1178 236 1391 368">2 pitches (2025-2033)</td> <td data-bbox="1402 236 2029 368">7 pitches</td> </tr> </table> <p data-bbox="674 435 1447 472">Supporting paragraph 5.3.47 to be amended as below:</p> <p data-bbox="674 499 2072 746">Based on this evidence of need, the Council has made site specific provision for two one permanent three pitch sites (SP7), which are is intended for private development. The identified sites have has been selected based on the guidance contained in Circular 005/2018 as detailed within the Gypsy and Traveller Site Options Background Paper. The site allocations have has also been informed by and have been subject to close consultation with the respective members of the Gypsy, Traveller and Showperson Showpeople community.</p> | Total Pitches LDP Period | 5 pitches immediate need | 2 pitches (2025-2033) | 7 pitches |
| Total Pitches LDP Period | 5 pitches immediate need | 2 pitches (2025-2033) | 7 pitches | | | |
| MAC 018 | AP 3.6 – Council to delete Policy SP7 (2) Land adjacent to Bryncethin Depot (no longer necessary to meet identified Gypsy and Traveller needs). | <p data-bbox="674 778 1641 815">Policy SP7 (2) to be amended to delete the text stuck through in red:</p> <p data-bbox="674 842 1312 879"><u>SP7: Gypsy, Traveller and Showpeople Sites</u></p> <p data-bbox="674 906 2072 1023">Gypsy, Traveller and Showperson Sites are allocated in the following locations, as shown on the Proposals Map, to meet the identified needs of the community over the LDP period as detailed in the GTAA:</p> <p data-bbox="674 1050 1581 1086">SP7 (1) Land off Old Coachman’s Lane (permanent, 3 pitch site)</p> <p data-bbox="674 1114 1637 1150">SP7 (2) Land adjacent to Bryncethin Depot (permanent, 3 pitch site)</p> <p data-bbox="674 1241 1346 1278">SP7(2) to be removed from the Proposals Map.</p> | | | | |
| MAC 019 | ED8a(1) – Delete reference to ‘the | Policy ENT1 to be amended to delete the text stuck through in red : | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|--|
| | Council' as per Inspector's request. | <p><u>ENT1: Employment Allocations</u></p> <p>To support the Council's Employment Land Strategy, 74.7 68.8 hectares of available employment land is allocated for employment development at the following locations for the uses specified</p> |
| MAC 020 | ED8a(2) – Delete Christie Tyler site from ENT2 due to a drafting error (land not needed for employment in the RLDP period). | <p>Policy ENT2 to be re-ordered and to include the additional text highlighted in green. The text proposed for deletion has been struck through in red as follows:</p> <p><u>ENT2: Protection of Employment Sites</u></p> <p><u>Other Areas</u></p> <p>26) Abergarw Industrial Estate</p> <p>27) Bryncethin Depot</p> <p>28) Brynmenyn Industrial Estate</p> <p>29) Former Christie Tyler Site Wern Tarw</p> <p>30) Enterprise Centre, Tondu</p> <p>31) Land west of Maesteg Rd, Tondu</p> <p>32) Land adjacent to Sarn Park Services</p> <p>33) Ffaldau Industrial Estate</p> <p>34) Georgia Pacific</p> <p>35) Green Meadow, Llangeinor</p> <p>36) Isfryn Industrial Estate</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|--|
| | | <p>37) Wern Tarw</p> <p>Proposals Map to be updated accordingly; with the Former Christie Tyler Site being deleted and the Wern Tarw Employment Allocation being renumbered from ENT37 to ENT29.</p> |
| MAC 021 | <p>ED8a(3) – Amend ENT3 to read ‘will be supported where’ rather than ‘will also be permitted unless’ (to enhance policy wording).</p> | <p>Policy ENT3 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>ENT3: Non-B Uses on Allocated Employment Sites</u></p> <p>The change of use of allocated industrial and commercial land and premises (including vacant land on employment sites) from Use Classes B1, B2 and B8 to residential uses will not be permitted. The change of use from Classes B1, B2 and B8 to other uses will be supported where also not be permitted unless it can be demonstrated that:</p> <ol style="list-style-type: none"> 1) There are no other suitable sites available with reference to the retail hierarchy detailed within SP12 and other policies in this Plan; 2) A building on an allocated employment site is required to accommodate the use; 3) The property or site has been vacant for a period of at least 12 months and has been marketed throughout that time at a fair market value for the area and the condition of the property or site; 4) The proposed new development will have no unacceptable impact on neighbouring existing occupiers or allocated uses; and 5) The site is accessible by a choice of means of transport other than the car and promotes use of Active Travel opportunities. |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| MAC 022 | ED8a(4) – Amend ENT4 to read ‘supported’ rather than ‘positive weight’ (to enhance policy wording). | <p>Policy ENT4 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>ENT4: Rural Economy</u></p> <p>In locations outside of the settlement boundary, positive weight will be afforded to new applications for ‘expansion’ or re-location of firms who have operated within the settlement for at least 3 years will be supported, and where:</p> <ol style="list-style-type: none"> 1) It is demonstrated that there are no suitable buildings or sites within the settlement or nearby; 2) The site is previously developed land or it can be demonstrated that there are no suitable previously developed sites available; 3) The proposal is justified by a business case, demonstrating that the business is viable; 4) There is a named user for the development, who shall be the first occupant secured by a planning condition; and 5) The proposal is well related to the built form of the settlement and of an appropriate scale to the settlement. |
| MAC 023 | ED8a(5) – Amend ENT5 to omit reference | <p>Policy ENT5 to be amended to include the additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|--|
| | to 'the Council' as per the Inspector's request and minor wording changes for enhancement. | <p><u>ENT5: Former Ford Site, Bridgend</u></p> <p>The Council will prioritise the re-development of the former Ford Site will be prioritised as a key economic opportunity and will work collaboratively in collaboration with Welsh Government and the landowners to secure the best outcome for Bridgend, whilst seeking to replace the jobs that have been lost. The former Ford Site constitutes a pivotal economic land allocation within the successful Waterton Industrial Estate and will be promoted as a means of economic stimulus for Bridgend County Borough and the wider regions.</p> |
| MAC 024 | ED8a(6) – Amend COM9 to read 'Where it can be demonstrated' rather than 'In the view of the LPA' to enhance policy wording. | <p>Policy COM9 to be amended to include the additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>COM9: Protection of Social and Community Facilities</u></p> <p>Proposals which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:</p> <ol style="list-style-type: none"> 1) A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off site within the community; or 2) In the view of the LPA Where it can be demonstrated that the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area. |
| MAC 025 | ED8a(7) – Amend the reasoned justification of COM14 to include reference to Future Wales and the | The reasoned justification of Policy COM14 (Telecommunications and Digital Technology Infrastructure) to be amended at paragraph 5.3.75 to include the additional text highlighted in green : |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|--|
| | importance of digital communication infrastructure to better align with Future Wales. | 5.3.75 Adequate and efficient telecommunications and digital technology infrastructure is increasingly crucial for economic, social and environmental sustainability. Future Wales outlines how digital communications infrastructure is vital to the future success and economic competitiveness of businesses, whilst supporting community and individual needs. Hence, Future Wales supports the provision of digital communications infrastructure and services across Wales and requires new developments to include the provision of high-speed broadband infrastructure from the outset. PPW outlines that affordable, secure electronic communications underpin economic competitiveness and can provide opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. COM14 supports telecommunications infrastructure where it is required, whilst safeguarding against any adverse impacts on residential amenity, natural and built heritage assets, sensitive landscapes and other environmental designations. Developers should proactively engage with owners or operators of sensitive uses (such as hospitals, childcare facilities or educational establishments) early on in the development process to discuss any technical or other amenity issues that may arise as a result of the development. COM14 seeks to enable the County Borough to respond positively and flexibly to technological advances over the Replacement LDP period, whilst minimising impacts on amenity and the local environment.” |
| MAC 026 | ED8a(8) – Amend criteria 9 of SP10 to include reference to ‘health facilities’ to enhance clarity. | Policy SP10 to be amended to include the additional text highlighted in green : All development proposals must be supported by sufficient 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 must be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate. <u>SP10: Infrastructure</u> The requirements for such agreements will include consideration of and appropriate provision for: |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| | | <ol style="list-style-type: none"> 1) Affordable housing; 2) Economic Infrastructure – Telecommunications / broadband infrastructure; 3) Utilities; 4) Educational facilities and/or their upgrades; 5) Green infrastructure and outdoor recreation; 6) Renewable energy and low carbon technologies; 7) Transportation Infrastructure - Improvements to the highway network, including walking and cycling routes (Active Travel) and public transport; 8) Protection, enhancement and management of the natural, historic and built environment; 9) Community facilities, health facilities and/or their upgrades; 10)Waste management and recycling facilities; 11)Initiatives to manage and mitigate the impact of climate change; and Improvements to the public realm; 12)Welsh Language. <p>Infrastructure providers will be consulted on relevant planning applications.</p> |
| MAC 027 | ED9a(1) - Council to amend Policies COM11, COM12, ENT10 and SP14 to | Policies COM11, COM12, ENT10 and SP14 to be amended to include the additional text highlighted in green . The text proposed for deletion has been stuck through in red : |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|---|
| | <p>remove reference to 'the Council' as per the Inspector's request and other typographical enhancements.</p> <p>SP14 also amended to reference existing water and sewerage infrastructure in response to a request by Dŵr Cymru Welsh Water at Deposit Consultation Stage</p> | <p><u>COM11: Provision of Natural and Semi-Natural Greenspace (including Amenity Greenspace)</u></p> <p>The Council will promote the provision of accessible, Natural and Semi-Natural Greenspace (including Amenity Green Space) will be promoted wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:</p> <p>COM11(1) Blaengarw and Pontycymmer Linear Park</p> <p>COM11(2) Part of former Central Washery Site, Ogmere Vale COM11(3) Heol Wastad Waun, Pencoed</p> <p>COM11(4) Pwll-y-Waun, Porthcawl</p> <p>COM11(5) Brackla Ridge and Associated Areas, Bridgend</p> <p>COM11(6) Parc Tyn y Coed, Bryncethin</p> <p>COM11(7) Land off Waunscil Avenue, Bridgend</p> <p>COM11(8) Land South West of City Road, Bettws</p> <p>COM11(9) The Former Maesteg Washery, Maesteg</p> <p>COM11(10) Newbridge Fields, Bridgend”</p> <p><u>COM12: Provision of Allotments and Community Food Networks</u></p> <p>The Council will promote the provision of allotments and community food networks will be promoted wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>COM12(1) Caerau and Brynglas Market Garden</p> <p>COM12(2) Land to South of Llangeinor Football Club</p> <p><u>ENT10: Low Carbon Heating Technologies for New Development</u></p> <p>The Council LDP has an aspiration for all new homes to be net zero carbon in the first instance. New major development must:</p> <ol style="list-style-type: none"> 1) Be accompanied by an ‘Energy Masterplan’ that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. 2) Demonstrate that heating systems have been selected in accordance with the following sequential approach: <ol style="list-style-type: none"> a) Connection to an existing heat network or installation of a new heat network or connection from the point of occupation (If installation or connection is not feasible or financially viable, then development must be designed so as not to prejudice any future installation or connection to a District Heat Network); b) If criterion 2a) is not technically feasible or financially viable, employing sustainable alternatives to heat networks such as individual renewable or communal renewable or low carbon installations must be considered; c) If criteria 2a) and 2b) are not technically feasible or financially viable, installation of Hybrid heat pumps must be considered; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>d) If criteria 2a), 2b) and 2c) are not technically feasible or financially viable, installation of electric only heating systems must be considered; e) If none of the above are technically feasible or financially viable, development can then seek to connect to the gas network.”</p> <p><u>SP14: Sustainable Development of Mineral Resources</u></p> <p>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:</p> <ol style="list-style-type: none"> 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. As a minimum, a 10 year landbank of crushed rock will be maintained throughout the Plan period; 2) The proposed end use of the mineral resource is appropriate and represents an efficient and sustainable 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 and no additional flood risk from land drainage; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|--|
| | | <p>7) It can be demonstrated that no significant danger, damage or disruption would arise from subsidence or ground instability;</p> <p>8) The proposal would not adversely impact agricultural interests, particularly on high quality agricultural land;</p> <p>9) Opportunities for the re-use and/or recycling of mineral waste are maximised;</p> <p>9)10) The proposal has duly considered the location of any existing water and sewerage infrastructure;</p> <p>10)11) The minerals will be transported by rail wherever feasible; and,</p> <p>11)12) 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</p> <p>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 drilling of exploratory boreholes) will not be supported.</p> |
| MAC 028 | ED9a(2) - Council to amend Policy ENT6 and its reasoned justification to include details of the quantum of retail need and to identify how and where the need will be met (to | <p>Policy ENT6 to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red.</p> <p><u>ENT6: Retail and Commercial Development</u></p> <p>The regeneration of retail and commercial centres, through the refurbishment or redevelopment of key sites and buildings for retail, commercial, leisure, education and other complementary uses, will be favoured supported. The following sites are identified as key regeneration sites:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|---|
| | clarify how the policy responds to the retail evidence base). | <p>1) Southside – Land at the Bridgend Shopping Centre, Cheapside, Police Station and Brackla Street, Bridgend – 2.31ha (including 9,990m² of retail and food and drink)</p> <p>2) Porthcawl Waterfront Regeneration Area, Porthcawl – 2,500m² (SP2(1)/PLA1)</p> <p>An additional 12,790m² comparison retail floorspace will be met by the re-use of existing vacant space in the following commercial centres:</p> <p>3) Bridgend Town Centre – minimum of 6,395m²</p> <p>4) Porthcawl Town Centre – minimum of 2,686m²</p> <p>5) Maesteg Town Centre – minimum of 2,686m²</p> <p>6) Pencoed District Centre – minimum of 895m²</p> <p>7) Pyle and Kenfig Hill District Centres – minimum of 128m²</p> <p>Outside of the above Retail and Commercial Centres, retail, leisure and appropriate complementary commercial proposals will be supported within allocated mixed use Strategic sites only where:</p> <p>a) It is specifically identified as an opportunity as part of a site specific proposal and included within the masterplan as an integral element of a planned new neighbourhood to reinforce a sense of place;</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>b) It is sited in an appropriate, central location within the community that it is to serve, and within close proximity to a public transport corridor;</p> <p>c) It is of an appropriate scale to meet an identified evidenced need; and</p> <p>d) It would not negatively impact upon the vitality, viability and attractiveness of a designated Centre.</p> <p>An additional 400m² convenience retail floorspace will be specifically met at the following Strategic Sites:</p> <p>8) Land South of Bridgend (SP2(2)/PLA2) - minimum of 100m²</p> <p>9) Land East of Pyle (SP2(5)/PLA5) - minimum of 300m²</p> <p>The following amendments are proposed to the supporting text at para 5.4.59 and 5.4.60. The additional text is highlighted in green.</p> <p>5.4.58 The mixed-use regeneration of Southside is one of the projects in the Bridgend Masterplan, which together account for the provision of 23,000m² of reconfigured, refurbished and new retail and food & drink proposals. This includes 21,000m² of 'reconfigured' and refurbished existing space at:</p> <ul style="list-style-type: none"> • Bridgend Shopping Centre (9,990m²) • The Rhiw (9,272m²) • Wyndham St (1,500m²) • Queen St (170m²) • Cambrian House (430m²) |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <ul style="list-style-type: none"> • Bridgend Station redevelopment (1,810m²) <p>5.4.59 These are complemented by other mixed-use regeneration proposals to stimulate footfall in the town centre, improve existing buildings and the redevelopment of underutilised sites. Alongside this the masterplan identifies town centre wide environmental improvements including green and blue infrastructure improvements, active travel links, new public spaces to facilitate social distancing, tree planting, heritage trails and building character and street art improvements.</p> <p>5.4.59 A refreshed Retail Study Update was undertaken in 2022 to re-examine retail need within the county borough, trends affecting the retail sector and how this may change over time. It also assessed future needs for comparison and convenience retail floorspace to 2033, based on a range of updated technical inputs.</p> <p>i) The 2022 Study now evidences capacity for 12,790 sq.m of additional comparison retail sales area floorspace over the whole plan period (up to 2033) of which there is medium-term capacity for 6,291 sq.m sales area (by 2028). The main reason for additional capacity in the comparison goods sector is higher population growth (an additional 12,709 persons) when compared with the 2018 position. The Study recommends that the comparison need identified should be met within existing town centres in the first instance in accordance with Planning Policy Wales' 'Town Centre First' principle. Accompanying primary survey work has demonstrated more than sufficient capacity to accommodate the comparison retail sales area floorspace identified.</p> <p>ii) Conversely, the 2022 Study evidences less capacity in the convenience goods sector due to existing commitments. This leaves capacity for just 403 sq.m of additional convenience retail sales area floorspace over the whole plan period (up to 2033), of which, there is no capacity for additional convenience retail floorspace in the short and medium term. The 2022 Study concludes that the strategic sites offer the best opportunity to deliver the shortfall in convenience through local service centres. The illustrative masterplans collectively demonstrate more than sufficient</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| | | <p>provision to accommodate the small quantum of additional convenience retail sales needed over the plan period.</p> <p>5.4.60 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. Policy ENT6 therefore seeks 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. In summary, the retail need identified will be met by allocating regeneration sites in or adjacent to Bridgend and Porthcawl Town Centres, the re-use and regeneration of vacant units within commercial centres and via local service centres on new strategic sites (refer to the Retail Background Paper).”</p> |
| MAC 029 | ED9a(3) - Council to amend Policy ENT7 to include: reference to Bridgend, Porthcawl and Maesteg in its title; provide greater clarity in the reasoned justification about what constitutes a critical | <p>The title of Policy ENT7 to be amended to include the following additional text highlighted in green:</p> <p><u>ENT7: Development in Commercial Centres of Bridgend, Porthcawl and Maesteg.</u></p> <p>The following amendments are proposed to the supporting text at para 5.4.62. The additional text is highlighted in green:</p> <p>5.4.62 ENT7 recognises that the Primary Shopping Areas of the County Borough’s town centres are in need of particular protection from competing uses. The Policy enforces strict criteria to protect their</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|--|
| | <p>mass of retail units and at what point new non-A1 development would be judged to have materially diluted the continuity of the primary retail frontage; and explain the requirements of the marketing exercise in relation to retail units (for completeness).</p> <p>And</p> <p>Amend supporting text of Policy ENT 8 to enhance consistency between non-A1 development proposals within Primary Shopping Areas (as detailed in ENT7) and outside of Primary Shopping Areas (as detailed in ENT8).</p> | <p>viability and vitality. The criteria will be applied on a case-by-case basis to help ensure that the Primary Shopping Areas maintain a 'critical mass' of retail units. To assist in the application of the criteria, the first source of information will be the annual monitoring of town centres which will be undertaken as part of the Annual Monitoring Report (AMR). The information collected will be presented in an Annual Retailing and Commercial Centre Report and used to maintain an accurate record of the types of uses within individual premises. This will enable the identification of clusters of non-A1 uses and monitor long term trends of vacant properties. With specific regard to the non-A1 use of units within Primary Shopping Areas, the AMR will also monitor the performance of each Town Centre against the indicator of 60% or more of units within the Primary Shopping Area being in an A1 use. Further information will be requested from applicants at pre-application stage and submission stage to enable an assessment to be made in relation to its compatibility to neighbouring uses. Primary shopping frontages can also complement ongoing public realm pedestrianisation and town centre regeneration objectives, which seek to increase the retail offer of the centres in a pleasant, attractive environment. Within Primary Shopping Areas, non-A1 development proposals on the ground floor must be actively marketed prior to submission of an application. A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application. A more flexible approach is adopted outside of Primary Shopping Areas in accordance with ENT7.</p> <p>The following amendments are proposed to the supporting text at para 5.4.66. The additional text is highlighted in green:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|-----------------------|---|--|
| | | <p>5.4.66 In these circumstances, 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 A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application.</p> |
| <p>MAC 030</p> | <p>ED9a(4) - Council to amend Policy ENT14 to include details of the relevant minerals buffer zones (for clarity).</p> | <p>Policy ENT14 to include the following additional text highlighted in green.</p> <p><u>ENT14: Development in Mineral Buffer Zones</u></p> <p>The following mineral buffer zones are identified around existing quarries and mineral operations:</p> <ol style="list-style-type: none"> 1) Cornelly Limestone Quarry (Active) – 200m Buffer Zone 2) Stormy Down Limestone Quarry (Dormant) – 200m Buffer Zone 3) Gaen’s Limestone Quarry (Active) – 200m Buffer Zone 4) Grove Limestone Quarry (Inactive) – 200m Buffer Zone 5) Cefn Cribwr Sandstone Quarry (Inactive) – 200m Buffer Zone <p>Proposed development within buffer zones must demonstrate that:</p> <ol style="list-style-type: none"> a) The mineral resource will not be sterilised; and b) The proposals will not be adversely affected to an unacceptable degree by mineral operations. |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|---|
| MAC 031 | <p>AP5.1 - The Council to amend Policy SP13, Table 10 and the reasoned justification to include: the energy hierarchy; make reference to estimated 'minimum' rather than 'maximum' energy generation; and include criteria in relation to grid connection, access and highway safety and the impact on the amenity of residential properties or tourist accommodation.</p> <p>This has ensured the policy wording follows PPW more closely and in response to Representor 1049's comments at Deposit Consultation Stage.</p> | <p>Policy SP13 to be revised to include the additional text highlighted in green:</p> <p><u>SP13: Renewable and Low Carbon Energy Development</u></p> <p>1) Renewable and low carbon development proposals which contribute to meeting national and local renewable and low carbon energy and energy efficiency targets will be permitted where:</p> <ul style="list-style-type: none"> a) 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; b) Satisfactory mitigation can be put in place to minimise the impacts of renewable and low carbon the proposals (and inclusive of its associated infrastructure) has sought to minimise the landscape and visual impact through its design and micro-siting, particularly where in close proximity to homes and tourism receptors; c) Proposals make provision for the appropriate restoration and after-care of the land for its beneficial future re-use; d) The proposal can facilitate a connection to the grid network; e) There would not be an unacceptable impact on access and highway safety; and f) There would not be unacceptable impact on the amenity of residential properties or tourist accommodation. <p>2) The following Local Search Areas (LSAs) are identified as areas considered suitable for wind and solar energy development:</p> <ul style="list-style-type: none"> a) LCA1: Llangynwyd Rolling Uplands & Forestry (Suitable for Wind Energy); |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>b) LCA8: Ogmores Forest and Surrounding Uplands (Suitable for Wind Energy); and</p> <p>c) LCA 12: Newton Down Limestone Plateau (Suitable for Solar Energy).</p> <p>Within the Local Search Areas (LSA), proposals for wind and solar energy generation will be permitted subject to criteria 1a), 1b), 1c) 1d), 1e) and f) and other relevant policies in this plan. Proposals for other development within these areas will only be permitted where they can demonstrate that they would not unacceptably prejudice the renewable energy generation potential of the LSA and the Future Wales' Pre-Assessed Areas for Wind Energy.</p> <p>LSA 8 is partly located within Pre-Assessed Area 9 for Wind Energy. In accordance with the hierarchical approach of national planning policy, any proposal within this area should not prejudice the ability for large scale wind developments (>10MW) to come forward. Landscape considerations have already been taken into account in Future Wales and Criteria 1(b) should not apply to those parts of LSA 8 within Pre-Assessed Area 9.</p> <p>In addition, the following amendments are proposed to the supporting text at para 5.4.90. The additional text is highlighted in green.</p> <p>5.4.90 Whilst this assessment finds that all the Council's landscapes are particularly sensitive to large-scale wind and solar developments, it identifies two Landscape Character Areas (1: Llangynwyd Rolling Uplands & Forestry and 8: Ogmores Forest and Surrounding Uplands) as having the least sensitivity to wind turbine development. Landscape Character Area 8: Ogmores Forest and Surrounding Uplands is located within Future Wales' Pre-Assessed Areas for Wind Energy, and in accordance with SP13, any proposal in this area will need to ensure that the intention of the Priority Area designation is not compromised. Developments within or outside of Local Search Areas above 10MW+ will be determined by the Welsh Ministers under the Developments of National Significance process and not by the Local Planning Authority. Policies 17 and 18 of Future Wales will apply to such developments.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| | | <p>Table 10 and para 5.4.87 are also to be amended. Additional text is highlighted in green; text propose for deletion is struck through in red:</p> <p><u>Table 10: Targets for Area-Based Resource Use</u></p> <p>Estimated maximum minimum accessible resource</p> <p>5.4.87 The Power Generation target contained with Table 10 reflects the findings of the Renewable Energy Assessment. These targets should not be seen as maximum limits but a tool to maximise the available resource. The predominant renewable energy resources in the County Borough are wind and solar. The wind generation target is based on a combination of the current installed capacity and an estimation of the remaining potential within the Landscape Character Areas identified as having moderate sensitivity to large wind turbine developments of 76-110 m tip height (as opposed to high sensitivity). The Ground mounted solar target is based upon transferring the majority of the wind energy generation potential to solar PV, given the existing heavy concentration of wind turbines in the north of the County Borough. The building integrated solar PV target is based on a combination of the current installed capacity and the desire to prioritise the incorporation of the technology into new build housing proposals.</p> |
| MAC 033 | AP5.3 – The Council to amend Policy ENT 10 to amend the reasoned justification of the policy to include a definition of major development and make reference future SPG | <p>Supporting text of Policy ENT10 to be amended to include a definition of major development and reference to a future SPG. The following amendments are proposed to the supporting text at paras 5.4.95 highlighted in green.</p> <p><u>ENT10: Low Carbon Heating Technologies for New Development</u></p> <p>5.4.95 The Bridgend Renewable Energy Assessment identifies the most appropriate low-carbon heating solution for the LDPs Strategic Sites (refer to PLA1-5). As part of the Council’s holistic approach to the decarbonisation of heat, ENT10 seeks to ensure that low carbon heating</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|--|
| | <p>which explains the form and content of an 'Energy Masterplan' (for clarity).</p> | <p>technologies are installed as part of all new major development (heat networks below this threshold will also be encouraged). For residential proposals, major developments relate to 10 or more dwellings as defined by The Town and Country Planning (Development Management Procedure) (Wales) Order 2012. Non-residential commercial developments with a total floorspace of 10,000sqm or more should also consider the potential for a heat network in accordance with Future Wales. This policy will also help ensure that development is designed in such a way to not prejudice the future development of a potentially Countywide 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 are encouraged to discuss the alignment with the Council at an early stage to ascertain whether their proposals are likely to be affected. Proposed developments must 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. This robust policy position is justified on the basis of development longevity. Schemes should be able to demonstrate that they are suitable for a net-zero carbon energy system, otherwise costly retrofits will be required in the future to ensure that carbon targets are met. Further guidance on the form and content of an 'Energy Masterplan' will be prepared as SPG in support of the aspiration for all new homes to be net zero carbon.</p> |
| MAC 034 | <p>AP5.4 – The Council to delete Policy ENT11 (as the majority of the criteria set out by Policy ENT11 is now covered under the amended Part L Building Regulations).</p> | <p>Policy ENT11 (and supporting paragraphs 5.4.96-5.4.99) to be deleted in entirety. Reference to be removed from contents page.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|--|
| MAC 035 | AP6.1 - amend Policy PLA 11 to include reference to electric and ultra low emission cars and delete the reference to the car parking approach in paragraph 5.2.76 (to better align with Future Wales and for clarity). | <p>Policy PLA11 and paragraph 5.2.76 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>PLA11: Parking Standards</u></p> <p>All development must be served by appropriate levels of parking .This should be in accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.the requirements for cycles, cars, motorcycles and service vehicles.</p> <p><u>Paragraph 5.2.76</u></p> <p>The availability of car parking has a major influence on how people choose to travel, therefore, For this reason, the Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to must be located in areas locations well served by public transport and active travel infrastructure. A carefully considered approach is required to ensure that appropriate parking is provided to serve developments, alongside the recognition that the availability of parking spaces and parking charges applied, are key tools in facilitating a reduction in journeys by private car and encouraging a change in mode choice towards more sustainable means of travel.</p> |
| MAC 036 | AP7.1 - amend the Conservation and Enhancement of the Natural Environment section of the Plan to reflect the requirements of Future Wales and the Environment Act in | <p>Paragraphs 5.5.4, 5.5.5 and 5.5.6 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>Paragraph 5.5.4</u></p> <p>The LDP Strategy acknowledges that the The County Borough has a rich and varied biodiversity, in terms of species and habitats, which the Replacement LDP seeks to maintain and enhance (to provide a net benefit). which requires continued protection. For development to be sustainable, it</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|---|
| | <p>relation to maintaining and enhancing biodiversity (to better align with PPW and the Environment Act).</p> | <p>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. <u>In accordance with Future Wales Policy 9, the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.</u></p> <p><u>Paragraph 5.5.5</u></p> <p>There is clear <u>national</u> guidance and legislation with regard to <u>maintaining and enhancing biodiversity and taking account of ecosystem resilience.</u> the protection of species and habitats recognised in legislation, PPW and TAN5 Nature Conservation and Planning. The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation. <u>PPW11 responds to the Section 6 Duty of the Environment Act by setting a framework to maintain and enhance biodiversity (providing a net benefit), whilst calling for a proactive approach towards facilitating the delivery of biodiversity and resilience outcomes.</u></p> <p><u>Paragraph 5.5.6</u></p> <p>To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to <u>maintain and</u> enhance the biodiversity and resilience of the County Borough's ecosystems <u>to provide a net benefit for biodiversity through a proactive and resilient approach.</u> through <u>This includes</u> native species landscaping, careful location of development, the creation of green corridors, and open</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|---|
| | | <p>space management <u>and adopting best practice site design and green infrastructure</u> Onlyprinciples. <u>Only</u> in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.</p> |
| MAC 037 | <p>AP7.2 – Council to consider amending Policy SP17 to read ‘maintain’ rather than ‘conserve’ (for clarity) and update the policy to reference the new National Site Network, formally known as the Natura 2000 network.</p> | <p>Policy SP17 will be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>SP17: Conservation and Enhancement of the Natural Environment</u></p> <p>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<u>maintain</u> 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:</p> <ol style="list-style-type: none"> 1) The integrity of the County Borough's countryside; 2) The character of its landscape; 3) Its biodiversity and habitats; and 4) The quality of its natural resources including water, air and soil. <p>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:</p> <p>SP17(1) Natura 2000 <u>National Site</u> Network Sites (including Special Areas of Conservation (SACs);</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>SP17(2) Sites of Special Scientific Interest (SSSIs);</p> <p>SP17(3) Kenfig and Merthyr Mawr National Nature Reserves (NNRs);</p> <p>SP17(4) The Glamorgan Heritage Coast.</p> <p>SP17(5) Mynydd Margam Registered Historic Landscape.</p> <p>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.</p> <p>Proposals likely to have direct or indirect adverse effects on Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites, must be subject to Habitats Regulations Assessment (HRA). This includes development proposals on allocated sites where this plan indicates a project level HRA is required and any other development proposals likely to have adverse effects on SACs/SPAs/Ramsar sites. In addition, any proposals that could affect the habitat of marsh fritillary butterfly within 2km of Cefn Cribwr Grasslands SAC, as illustrated on the Policies Map, must be subject to HRA.</p> <p>Development requiring HRA will only be allowed where it can be determined through HRA that:</p> <ul style="list-style-type: none"> a) taking into account mitigation, the proposal would not result in adverse effects on the integrity of the SACs/SPAs/Ramsar sites, either alone or in combination with other plans or projects; or b) HRA proves there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------------|---|---|
| | | <p>Proposals within or affecting a SSSI must demonstrate how they safeguard, support or where possible enhance identified special features of the designation.</p> <p>The importance and features of Sites of Importance for Nature Conservation (SINCs) and local wildlife sites must also be considered as appropriate in the determination of relevant planning applications (refer to DNP5).</p> <p>Supporting paragraph 5.5.7 will also be amended as below:</p> <p>SP17 seeks to conserve maintain, and, wherever possible, enhance the landscape quality as part of the natural environment within the County Borough.</p> |
| MAC038 | <p>AP7.4 - Council to amend Policy DNP6 and its reasoned justification to reflect the requirements of Future Wales and the Environment Act in relation to maintaining and enhancing biodiversity.</p> | <p>Policy DNP6 and paragraph 5.5.41 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <p><u>DNP6: Biodiversity, Ecological Networks, Habitats and Species</u></p> <p>All development proposals must <u>provide a net benefit for biodiversity</u> contribute to biodiversity net gain and improved ecosystem resilience, as demonstrated through planning application submissions. <u>Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created where ever possible, by adopting best practice site design and green infrastructure principles.</u> Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where:</p> <ol style="list-style-type: none"> 1) The need for development outweighs the nature conservation importance of the site; 2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids <u>damage to biodiversity and ecosystem functioning</u> nature conservation impacts; 3) A functional connected element of the natural resource is retained as part of the design of the development <u>to maintain and enhance biodiversity and build resilient ecological networks</u>; and 4) Any unavoidable harm is minimised by effective mitigation to ensure that there is no reduction in the overall nature conservation<u>biodiversity</u> value of the area. Where this is not feasible, compensation measures designed to conserve, enhance, manage and, where appropriate, restore natural habitats and species must be provided. <u>must be provided to enable habitat creation, or the provision of long-term management arrangements to enhance existing habitats and deliver a net benefit for biodiversity.</u> Compensatory provision must be of comparable or greater ecological value to that lost as a result of the development. <p>A Project Level Ecological Impact Assessment (EclA) must accompany development proposals on allocated sites with any identified likely significant adverse effects (pre-mitigation) in relation to SA Objective 9 (Biodiversity, Geodiversity and Soil).</p> <p><u>Paragraph 5.5.39</u></p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>Under the Environment (Wales) Act 2016, the Council is required to maintain and enhance biodiversity and promote the resilience of ecosystems to provide a net benefit for biodiversity.</p> <p><u>Paragraph 5.5.40</u></p> <p>The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must achieve provide a net benefit for biodiversity net gain or ecological enhancement and promote the resilience of ecosystems through implementing a range of opportunities as identified within the Action Plan</p> <p><u>Paragraph 5.5.41</u></p> <p>Every opportunity <u>A full ecological assessment</u> must be taken to record important biodiversity features within a site prior to their displacement and ongoing management, or in the worst case scenarios, before such features may be permanently lost. The latter situation will, however, be avoided wherever possible by the Council <u>adopting a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks. DNP6 seeks to ensure any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for. Appropriate mitigation, compensatory and enhancement measures will be secured by means of planning conditions and/or planning obligations or agreements with developers to deliver a net benefit for biodiversity. Any proposed compensation should take account of the Section 6 Duty (Biodiversity and Resilience of Ecosystems Duty), and the five key ecosystem resilience attributes that it outlines. It should also be accompanied by a long term management plan of agreed and appropriate mitigation and compensation measures.</u> requiring appropriate mitigation and compensatory measures in order to secure the future biodiversity of those sites. These measures will be secured by means of planning conditions and/or planning obligations or agreements with developers.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------------|---|--|
| | | <p><u>Paragraph 5.5.43</u></p> <p>Development proposals must aim to minimise detrimental impacts on protected habitats and species and ecosystem resilience. This policy should be implemented in conjunction with other policies in this plan to ensure no net loss in overall development does not cause any significant loss of habitats or populations of species and must provide a net benefit for biodiversity as a result of development and where possible there should be biodiversity gains.</p> |
| MAC039 | <p>AP7.5 – Council to delete reference to ‘Special Trees’ from Policy DNP7 (to reflect the fact that all trees are important).</p> | <p>References to ‘Special Trees’ to be deleted from Policy SNP7 and supporting text. The text proposed for deletion has been stuck through in red:</p> <p><u>DNP7: Trees, Hedgerows and Development</u></p> <p>Development that would adversely affect trees, ‘special trees’, woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted.</p> <p>Development proposals on sites containing or adjacent to, trees will be required to assess the trees in line with BS 5837:2012 Trees in relation to design, demolition and construction. The assessment must include:</p> <ol style="list-style-type: none"> 1) a tree survey; 2) an arboriculture impact assessment; 3) an arboriculture method statement; 4) and/or a tree protection plan. |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|--|
| | | <p>Where trees are to be replaced a scheme for tree replacement must be agreed prior to the commencement of development, including details of planting and aftercare.</p> <p>If tree works are recommended, the works must comply with BS 2998:2010 Tree Works.</p> <p><u>Special</u> Trees</p> <p>5.5.51 Across Bridgend there are many special trees. They may be outstanding because they are old, provide important habitat, are the biggest of their species, are linked with an important historic event or have some exceptional cultural significance. These Special trees include:</p> <ul style="list-style-type: none"> • Ancient or aged; • Veteran; • Heritage; • Champion; and • Notable |
| MAC040 | <p>AP7.6 – Amend Policy SP18 to read ‘preserve and enhance’ to enhance policy wording.</p> | <p>Policy SP18 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>SP18: Conservation of the Historic Environment</u></p> <p>The County Borough has a rich and diverse built heritage and historic environment. Development proposals must protect, conserve, and, where appropriate, promote <u>preserve or and</u> enhance the significance of historic assets, including their settings. In particular, there is a general presumption in favour of the preservation or enhancement of the significance of historic assets and their settings including:</p> <ol style="list-style-type: none"> 1) World Heritage Sites |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|---|
| | | <ul style="list-style-type: none"> 2) Scheduled Monuments 3) Archaeologically Sensitive Areas and Archaeological Remains 4) Listed Buildings 5) Conservation Areas 6) Historic Parks and Gardens 7) Historic Landscapes 8) Historic assets of special local Interest <p>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.</p> |
| MAC041 | <p>AP7.7 – Council to consider deleting Policies DNP 10 and 11 on the basis that they are not locally distinct and replicate the requirements of national planning policy</p> | <p>Polices DNP10 and DNP11 to be deleted from the RLDP and references removed from the contents page.</p> <p>The following supporting paragraphs are to be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p>5.5.91 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. Bridgend County Borough Council strongly value these heritage assets, and any development proposals which affect any of the above historic assets, or the settings of any of these, must take full account of the relevant but separate legislation and national best practice guidance. Conservation areas are defined at a local level. and, therefore, an additional Development Management Policy (DNP11) is included to support SP18.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | |
|----------------------------------|--|---|---|--|---|---|-----------------------|-----------------|
| | | <p>5.5.94 DNP10 seeks to ensure that, wWhere a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.</p> <p>5.5.98 DNP10 highlights the desirability of preserving a Scheduled Ancient Monument (SAM) and its setting. It also sets out the approach to considering development proposals which potentially affect other ‘lesser’ archaeological remains. Scheduled Monuments consent is required for all proposals that would potentially damage, demolish, remove, repair, alter, add to, flood or cover up a SAM. Applicants are encouraged to consult with The Historic Environment Record and Glamorgan Gwent Archaeological Trust at an early stage in considering their development proposal.</p> <p>5.5.100 The register of Historic Parks and Gardens in Wales identifies parks and gardens and their settings which make an important contribution to the character of the county and which are deemed important to preserve or enhance. DNP10 seeks to ensure that they are given appropriate consideration when development is proposed which affects these assets. It is for the applicant to show that they understand the significance of the registered park or garden at the earliest stage from the details included in the register and the impact that any development proposals will have on that significance by utilising current guidance, whilst also considering any other statutory designations relevant to the site</p> <p>5.5.103 A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Policy DNP11 is intended to provide protection from developments, which can harm the character and appearance of a conservation area.</p> <p>Monitoring Framework (Appendix 4, pages 20-21) to be updated as follows:</p> <table border="1" data-bbox="667 1238 2080 1385"> <tr> <td data-bbox="667 1238 954 1385">SP18: Conservation of</td> <td data-bbox="954 1238 1227 1385">36: Number of applications approved that do not preserve or</td> <td data-bbox="1227 1238 1500 1385">No permission granted for development contrary to Policy</td> <td data-bbox="1500 1238 1720 1385">1 or more applications permitted contrary to</td> <td data-bbox="1720 1238 1921 1385">Planning Applications</td> <td data-bbox="1921 1238 2080 1385">Keep monitoring</td> </tr> </table> | SP18: Conservation of | 36: Number of applications approved that do not preserve or | No permission granted for development contrary to Policy | 1 or more applications permitted contrary to | Planning Applications | Keep monitoring |
| SP18: Conservation of | 36: Number of applications approved that do not preserve or | No permission granted for development contrary to Policy | 1 or more applications permitted contrary to | Planning Applications | Keep monitoring | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | |
|---------------|--|--|---|--|--|--|--|
| | | <p>the Historic Environment</p> <p>DNP10: Built Historic Environment and Listed Buildings</p> <p>DNP11: Conservation Areas</p> | <p>enhance Registered Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings.</p> | <p>DNP10 that has the potential to impact on Registered Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings; or where there is an outstanding objection from the Council's Conservation and Design team, CADW or Glamorgan Gwent Archaeological Trust (GGAT).</p> | <p>Policy DNP10 within a 1 year period.</p> | | <p>Further investigation / research / review required.</p> <p>Training required.</p> |
| MAC042 | AP7.8 – remove reference to historic assets of special local interest from Policy SP18 and supporting | <p>Policy SP18, Paragraphs 5.5.95 and 5.5.96 will be amended to include the following additional text highlighted in green. The text proposed for deletion has been stuck through in red:</p> <p><u>SP18: Conservation of the Historic Environment</u></p> | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|--|
| | text as the list is yet to be formulated. | <p>The County Borough has a rich and diverse built heritage and historic environment. Development proposals must protect, conserve, and, where appropriate, promote or enhance the significance of historic assets, including their settings. In particular, there is a general presumption in favour of the preservation or enhancement of the significance of historic assets and their settings including:</p> <ol style="list-style-type: none"> 1) World Heritage Sites 2) Scheduled Monuments 3) Archaeologically Sensitive Areas and Archaeological Remains 4) Listed Buildings 5) Conservation Areas 6) Historic Parks and Gardens 7) Historic Landscapes 8) Historic assets of special local interest <p>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.</p> <p>5.5.95 DNP10 seeks to protect historic assets of special local interest. A draft list of assets of special local interest is currently being compiled, recognising that heritage buildings and structures have a particular architectural and/or historic interest in the local context. While such assets do not meet the strict quality standard for inclusion on the statutory list, they 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.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | |
|---|--|---|---|--|------------|---------------------------|------------------|---------------------------------------|------------|--|------------------|-------------------------------------|
| | | <p>5.5.96 This list will be published in a future SPG together with guidance to ensure that any development proposals protect or enhance any affected Historic Assets of Special Local Interest, reinforce local character and ensure continuity of local history and identity. DNP 10 also seeks to protect all the other modest background buildings that reflect the continuity of local history, contribute to local identity and act as a collective community. This includes the history embodied in the unscheduled archaeological record.</p> | | | | | | | | | | |
| <p>MAC044</p> | <p>AP 8.2 - Council to amend Policy PLA1 and its reasoned justification to include revised details in respect of: the site size; housing / affordable housing numbers; recreational uses; placemaking principles; masterplan development principles; flood defence infrastructure; and the Metro-link.</p> <p>and</p> <p>AP 8.3 – Council to amend Policy PLA1 to</p> | <p>PLA 1 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <table border="1" data-bbox="707 687 2040 1383"> <thead> <tr> <th colspan="2" data-bbox="707 687 2040 815"> PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area </th> </tr> </thead> <tbody> <tr> <td data-bbox="707 815 1211 858">Site Size:</td> <td data-bbox="1211 815 2040 858">41.72 41.32 ha</td> </tr> <tr> <td data-bbox="707 858 1211 901">Allocation Type:</td> <td data-bbox="1211 858 2040 901">Strategic Mixed-use Regeneration Site</td> </tr> <tr> <td data-bbox="707 901 1211 1300">Land Uses:</td> <td data-bbox="1211 901 2040 1300"> <ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes </td> </tr> <tr> <td data-bbox="707 1300 1211 1383">Phasing Tranche:</td> <td data-bbox="1211 1300 2040 1383">Refer to trajectory 2018-2022: 0</td> </tr> </tbody> </table> | PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area | | Site Size: | 41.72 41.32 ha | Allocation Type: | Strategic Mixed-use Regeneration Site | Land Uses: | <ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes | Phasing Tranche: | Refer to trajectory 2018-2022: 0 |
| PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area | | | | | | | | | | | | |
| Site Size: | 41.72 41.32 ha | | | | | | | | | | | |
| Allocation Type: | Strategic Mixed-use Regeneration Site | | | | | | | | | | | |
| Land Uses: | <ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes | | | | | | | | | | | |
| Phasing Tranche: | Refer to trajectory 2018-2022: 0 | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | |
|---------|---|---|--|---|
| | <p>make clear that 320 dwellings will be constructed after the plan period.</p> <p>and</p> <p>AP 8.4 – Council to amend the reasoned justification of Policy PLA1 (Porthcawl Waterfront) to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site.</p> | <table border="1" data-bbox="707 233 2040 368"> <tr> <td data-bbox="707 233 1211 368"></td> <td data-bbox="1211 233 2040 368"> 2023-2027: 420 180 2028-2033: 600 After plan period: 320 </td> </tr> </table> <p>Land at Porthcawl Waterfront, as shown on the Proposals Map, is allocated for a comprehensive, regeneration-led, mixed-use development. The site will deliver circa 4,115 1,100 homes (including 30% / 335 330 units of affordable housing), incorporating a new one form entry Welsh medium primary school, a four classroom block extension at the existing English medium primary school, a new food store, leisure facilities, a bus terminus, recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site will deliver 780 homes (30% / 234 of which will be affordable housing units), beyond the Plan Period the site will deliver 320 homes (30% / 96 of which will be affordable housing units).</p> <p>PLACEMAKING PRINCIPLES</p> <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:</p> <ul style="list-style-type: none"> a) Create a well-connected, sustainable mixed-use development that will regenerate Porthcawl, comprising a number of character areas that integrate positively with the waterfront, existing housing clusters, neighbouring uses community facilities, Active Travel Networks and public transport facilities; | | 2023-2027: 420 180 2028-2033: 600 After plan period: 320 |
| | 2023-2027: 420 180 2028-2033: 600 After plan period: 320 | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods;</p> <p>c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;</p> <p>d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, the waterfront and the broader settlement of Porthcawl. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place;</p> <p>e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety;</p> <p>f) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges; and</p> <p>g) Comply with the principles outlined within the Porthcawl Waterfront Land Use Framework and Porthcawl Placemaking Strategy and future development briefs developed published by the Council.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <ol style="list-style-type: none"> 1) 4,415 1,100 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development; 3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance 3.51 hectares of public open space comprising of |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) should be incorporated within these areas of open space;</p> <p>4) 2.76 hectares of land for Circa 1 hectare of land for leisure and a further 1 hectare of land for commercial uses including a foodstore;</p> <p>5) Highway improvements to ensure the principal point of vehicular access for a foodstore is off The Portway roundabout;</p> <p>6) A new roundabout and link road to enable access to the Sandy Bay development parcels;</p> <p>7) An emergency access through Dock Street and Sandy Lane;</p> <p>7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;</p> <p>8) 0.12 0.17 hectares of land to deliver a public Metro-Link consisting of a bus transport terminus;</p> <p>9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route PORC3 4084 and new routes should be provided to accord with the proposed routes within the Council's Active</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p data-bbox="817 244 2029 276">Travel Network Maps ATNM:</p> <p data-bbox="817 284 2029 360">INM-POR-12, INM-POR-13, INM-POR-14, INM-POR15, INM-POR-17 and INM-POR-18;</p> <p data-bbox="817 368 2029 488">INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28</p> <p data-bbox="770 539 1957 571">10) Suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay;</p> <p data-bbox="763 627 2029 746">11) Positive integration between the development and the historic core of the town by preserving and enhancing the character and setting of Porthcawl Conservation Areas and associated Grade II Listed Buildings;</p> <p data-bbox="763 798 2029 874">12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p data-bbox="763 925 2029 1002">13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p> <p data-bbox="669 1137 2074 1380">5.2.7 Porthcawl Waterfront is an underutilised, 41.72 41.32 ha 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. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links Porthcawl to</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>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 as a strategically significant tourist destination in South Wales. Rest Bay, to the west of the site, is considered one of the premier surfing beaches in South Wales, with Blue Flag status. The site will deliver two principal elements of public open space. This will firstly include a series of large, interconnected spaces across the western development area, which will be predominantly hard surfaced with green landscaping. This will pivot around a significant, 14,000 sqm public square located along Eastern Promenade and running from Dock Street to Coney Beach that will incorporate tree planting, rain gardens and an integrated sustainable urban drainage solution that promotes biodiversity. The second principal element within the public open space strategy runs from Griffin Park to the Relic Dunes, comprising of a series of interconnected open spaces that are primarily soft landscaped and 'green'. This connection of green spaces does not currently exist as it is interrupted by the Coney Beach funfair, which sits on a plateau above Griffin Park. Griffin Park will be remodelled, enhanced and extended up through the rear of Coney Beach. The existing level change of approximately 4m will be reduced to accommodate active travel, allow a green infrastructure-led connection to run west-east through the entire eastern development area and enable this space to be designed positively into the extended park. This park space will continue into the former Monster Park area, which is also to be retained as green space aside from accommodating the new access road and active travel route, and eventually lead onto the Relic Dunes. This holistic green corridor, totalling 7.3 ha, will effectively enable transitioning from the urban town centre to a formal park to a wild wood to the vast open spaces of the beach and Relic Dunes. This range of transitional green spaces will enhance and protect biodiversity by punctuating the new development. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p data-bbox="763 240 2072 320">resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p> <p data-bbox="674 368 2072 655">5.2.8 The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,115 1,100 dwellings with associated facilities, including tourism, leisure, retail, a bus terminus and community provision. This will include a financial contribution to expand the existing Newtown Primary School (with co-located nursery facility) and further financial contribution to enable delivery of a new minimum one form entry Welsh medium primary school on-site. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.</p> <p data-bbox="674 711 2072 1337">5.2.9 The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p data-bbox="770 240 2072 316">other investment in active travel infrastructure, public realm improvements and regeneration-led development.</p> <p data-bbox="674 368 2072 1375">5.2.10 The existing flood defences combined with completion of the new flood defence works has rendered the site within a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15. and requires coastal protection works in order to be considered suitable for residential development. Welsh Government Coastal Risk Management Programme funding has been secured for major flood defence works, which will enable the site to be delivered comprehensively. The site will be developed in phases, linked to the phasing for the coastal defences. The west of the site (incorporating parts of the existing Salt Lake Car Park) is not entirely reliant upon the delivery of improved sea defences and is therefore expected to come forward initially. Later development phases along the Eastern Promenade (rear of Sandy Bay) rely on coastal defences and will therefore be delivered in succession to coincide with completion of the flood defence works. The site will be delivered in accordance with the Land-use Framework and Porthcawl Placemaking Strategy developed by the Council. The site will complement the recent successful implementation of the</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------------|--|--|
| | | <p>Harbour refurbishment, the listed Jennings Building and the proposed leisure proposals at Cosy Corner.</p> <p>5.2.11 The nearest bus stops are approximately 30m from the northern boundary of the site on New Road adjacent to Griffin Park, providing onward connections to Porthcawl and Bridgend (including the rail station). A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to Land East of Pyle (PLA5) and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. The development will therefore not prejudice these plans, by reserving 0.12 0.17 hectares of land for a future public transport terminus Metro-Link consisting of a new four bay bus terminus, which would serve to further enhance Porthcawl Waterfront's sustainable location and maximise for active travel opportunities. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use.</p> |
| MAC045 | AP 9.1 – Council to amend Policy PLA2 and its reasoned justification to include revised details in respect of: housing / affordable housing numbers; recreational uses; emergency access arrangements; and landscape matters. | PLA 2 to be amended to include the following additional text highlighted in green . The text proposed for deletion has been struck through in red : |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | |
|---|--|--|---|--|------------|----------|------------------|---|------------|--|-----------------|---|---|--|
| | | <table border="1"> <tr> <td colspan="2" data-bbox="701 240 2040 331">PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area</td> </tr> <tr> <td data-bbox="701 331 1373 376">Site Size:</td> <td data-bbox="1373 331 2040 376">49.95 ha</td> </tr> <tr> <td data-bbox="701 376 1373 464">Allocation Type:</td> <td data-bbox="1373 376 2040 464">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="701 464 1373 906">Land Uses:</td> <td data-bbox="1373 464 2040 906"> <ul style="list-style-type: none"> • 847 788 residential units • 20% Affordable Housing • 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery • 4ha to relocate Heronsbridge Special Education Needs School • Outdoor Recreation Facilities • Leisure and ancillary commercial uses (B1) • Active Travel Routes </td> </tr> <tr> <td data-bbox="701 906 1373 1078">Phasing Tranche</td> <td data-bbox="1373 906 2040 1078"> Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2022: 587 600 </td> </tr> <tr> <td colspan="2" data-bbox="701 1078 2040 1364"> <p>Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 847 788 homes (including 20% / 169 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> </td> </tr> </table> | PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area | | Site Size: | 49.95 ha | Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | Land Uses: | <ul style="list-style-type: none"> • 847 788 residential units • 20% Affordable Housing • 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery • 4ha to relocate Heronsbridge Special Education Needs School • Outdoor Recreation Facilities • Leisure and ancillary commercial uses (B1) • Active Travel Routes | Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2022: 587 600 | <p>Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 847 788 homes (including 20% / 169 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> | |
| PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area | | | | | | | | | | | | | | |
| Site Size: | 49.95 ha | | | | | | | | | | | | | |
| Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | | | | | | | | | | | | | |
| Land Uses: | <ul style="list-style-type: none"> • 847 788 residential units • 20% Affordable Housing • 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery • 4ha to relocate Heronsbridge Special Education Needs School • Outdoor Recreation Facilities • Leisure and ancillary commercial uses (B1) • Active Travel Routes | | | | | | | | | | | | | |
| Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2022: 587 600 | | | | | | | | | | | | | |
| <p>Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 847 788 homes (including 20% / 169 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.</p> | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <ul style="list-style-type: none"> a) Create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINIC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, Active Travel Networks and public transport facilities; b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods; c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>d) Pursue high quality, well-planned development in the vicinity of the overhead power lines, ensuring the land beneath and adjacent to the overhead line route is used to make a significant, positive contribution to the development's green infrastructure network. This must be achieved by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid the unnecessary sterilisation of land near the overhead lines;</p> <p>e) Extend the site's green infrastructure network to Newbridge Fields, capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents;</p> <p>f) Ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses;</p> <p>g) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and</p> <p>h) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p> <p>DEVELOPMENT REQUIREMENTS</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>The development must provide the following requirements:</p> <ol style="list-style-type: none"> 1) Deliver 847 788 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 1.8 hectares of land to accommodate a minimum one form entry primary school and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development; 3) 4 hectares of land for the relocation of Heronsbridge Special Education Needs School; 4) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance; 5) 4.3 hectares of land for leisure and ancillary commercial uses, which could include a Community Indoor Tennis Centre; 6) Highway improvement to ensure the principal point of vehicular access is off the A48 in a manner that integrates the SINC and adjacent Hut 9 heritage facility; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>7) An emergency access through Bridgend Technology Park that serves as the primary access for the relocated Heronsbridge SEN school and the Community Indoor Tennis Centre, as well as an emergency access for the residential element of the scheme also promotes pedestrian and cycling connectivity;</p> <p>8) Off-site highway improvements with regard to the requirements arising from the Strategic Transport Assessment and as identified in the Transport Measures Priority Schedule;</p> <p>9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-POR-15, INM-BR-46, INM-BR-48, INM-BR-75, INM-BR-45 and INM-BR-49; INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.</p> <p>10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;</p> <p>11) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat;</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p data-bbox="725 244 2038 320">12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p data-bbox="725 368 1615 403">13) A new on-site heat network in accordance with ENT10; and</p> <p data-bbox="725 456 2038 616">14) A new local 'hub' with a concentration of appropriate mixed uses and local services. The 'hub' should have active frontages around a pivotal, focal point of the development where it is easily accessible to new and existing residents through Active Travel, thereby limiting the need for private vehicular trips.</p> <p data-bbox="669 775 1693 810">The supporting text of Policy PLA2 to be amended as highlighted below:</p> <p data-bbox="669 839 2080 1214">5.2.16 The site is now allocated for mixed use development and will deliver approximately 847 788 new houses, an indoor tennis centre (with associated outdoor courts and other ancillary uses), public open space, appropriate community facilities, employment and commercial uses combined with access improvements. In addition, the site will provide a new special school to replace the existing Heronsbridge School and incorporate a new 1-form entry Primary School to provide for the needs of the associated residential development. Provision of both schools will provide key community facilities in a central location for use by the existing and new community. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.</p> <p data-bbox="669 1265 2080 1378">5.2.17 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>component materials on greenhouse gas emissions. The Renewable Energy Assessment identifies this site as suitable for installing a new District Heat Network. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p> <p>5.2.18 The site is located within the 'Merthyr Mawr Farmland, Warren and Coastline' which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. Much of the wider landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Replacement LDP has carefully considered key landscape sensitivities to development-led change. The importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base. Policy PLA2 stresses the importance of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II* Merthyr Mawr Estate. In particular, the southern boundary of the Land South of Bridgend (Island Farm) allocation is important as it lies adjacent to an historic landscape as identified by the Landscape Character Assessment. The Replacement LDP seeks to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, with appropriate mitigation measures and landscaping treatments order to minimise visual impacts on adjacent uses. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme. A detailed, updated Landscape and Visual Impact Assessment will be required to inform and accompany further masterplanning work (as part of a</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | | | |
|----------------|---|---|----------------------------|---------------------------------------|--------------------|----------------------------|---------------------------------------|--------------------|-------------------------|--|--|--|--|--|--|--|
| | | <p>future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping. Elements of the existing planning consent will be incorporated into new proposals for the use of the site, and development will take into account known biodiversity interests and the listed building, ensuring the design and layout is sensitive to these factors. Specifically, the development will protect and incorporate both the SINC and Hut 9 (former prisoner of war camp) within the site layout.</p> | | | | | | | | | | | | | | |
| MAC 046 | AP 9.2 – Council to delete Policy COM1(1) land at Parc Afon, Ewenny (due to flood risk issues). | Policy COM1(1) Land at Parc Afon Ewenni to be deleted and Proposals Map amended. | | | | | | | | | | | | | | |
| MAC 047 | <p>AP 9.3 – Council to amend Policy COM1(2) Craig y Parcau, Bridgend to reflect the change in housing numbers and consequential amendments to COM1.</p> <p>Change in status of Former Cooper Standard Site, Ewenny Road, Maesteg also to be reflected (now to be</p> | <p>MAC 047 should be read in conjunction with MAC 015.</p> <p>Policy COM1 to be amended and re-ordered as highlighted below. Additional text is highlighted in green; the text proposed for deletion has been struck through in red:</p> <div style="background-color: #f4a460; padding: 5px; margin-bottom: 10px;"> <p>COM1: Housing Allocations</p> </div> <p>In order to deliver the housing requirement identified in SP6, the following sites are allocated for residential development in the period up to 2033:</p> <table border="1" data-bbox="667 1220 2074 1372"> <thead> <tr> <th data-bbox="667 1220 831 1372">Site Ref</th> <th data-bbox="831 1220 1061 1372">Site Name</th> <th data-bbox="1061 1220 1305 1372">Growth Area</th> <th data-bbox="1305 1220 1438 1372">Total Units in Plan Period</th> <th data-bbox="1438 1220 1664 1372">Total Affordable Units in Plan Period</th> <th data-bbox="1664 1220 1852 1372">Delivery Timescale</th> <th data-bbox="1852 1220 2074 1372">Units Beyond LDP Period</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | Site Ref | Site Name | Growth Area | Total Units in Plan Period | Total Affordable Units in Plan Period | Delivery Timescale | Units Beyond LDP Period | | | | | | | |
| Site Ref | Site Name | Growth Area | Total Units in Plan Period | Total Affordable Units in Plan Period | Delivery Timescale | Units Beyond LDP Period | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | |
|---------|---|-------------------------------------|--|--------------------------------------|--------------------|--------------------|--------------------------|--------------|
| | a part of the housing land supply due to a significant change in circumstances) | Strategic Sites | | | | | | |
| | | SP2(1) | Porthcawl Waterfront | Porthcawl | 780 | 234 | Year 6-15 | 320 |
| | | SP2(2) | Land South of Bridgend | Bridgend | 788 | 158 | Year 6-15 | 0 |
| | | SP2(3) | Land West of Bridgend | Bridgend | 830 | 170 | Year 6-15 | 20 |
| | | SP2(4) | Land East of Pencoed | Pencoed | 804 | 161 | Year 6-15 | 0 |
| | | SP2(5) | Land East of Pyle | Pyle, Kenfig Hill and North Cornelly | 970 | 150 145 | Year 6-15 | 1033 |
| | | Housing Allocations | | | | | | |
| | | COM1(1) | Parc Afon Ewenni | Bridgend | 675 | 135 | Year 6-15 | 0 |
| | | COM1(2 1) | Craig y Parcau | Bridgend | 110 108 | 22 | Year 6-10 | 0 |
| | | COM1(3 2) | Land South East of Pont Rhyd-y-cyff | Maesteg and the Llynfi Valley | 140 | 21 | Year 6- 10 15 | 0 |
| | | COM1(4 3) | Land South of Pont Rhyd-y-cyff | Maesteg and the Llynfi Valley | 102 | 15 | Year 6-15 | 0 |
| | | COM1(5 4) | Land South West of Pont Rhyd-y-cyff | Maesteg and the Llynfi Valley | 130 | 20 | Year 6-10 | 0 |
| | | COM1 (5) | Former Cooper Standard Site, Ewenny Road | Maesteg and the Llynfi Valley | 205 | 31 | Year 6-15 | 0 |
| | | Long-Term Regeneration Sites | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | |
|--|-----------------------|-------------------------|---|--|----------------|--|
| (not counted as part of the immediate housing land supply) | | | | | | |
| | | COM1 (R1) | Coegnant Reclamation Site | Maesteg and the Llynfi Valley | 100 | Delivery timescales unspecified |
| | | COM1 (R2) | Former Cooper Standard Site, Ewenny Road | Maesteg and the Llynfi Valley | 138 | Delivery timescales unspecified |
| | | COM1 (R 3 2) | Maesteg Washery | Maesteg and the Llynfi Valley | 135 | Delivery timescales unspecified |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | |
|---|---|---|---|-----|------|--|--|--|----------|------------------|------------------|------------------------------------|-----|------|
| | | <p data-bbox="667 368 1883 403">Appendix 6, Sustainability Appraisal Policy Level Mitigation to be amended as follows:</p> <table border="1" data-bbox="712 451 2033 655"> <thead> <tr> <th colspan="6" data-bbox="712 451 2033 512">Stage 2 Housing & Mixed Use Non-Strategic Sites</th> </tr> </thead> <tbody> <tr> <td data-bbox="712 512 976 655">COM1 (1)</td> <td data-bbox="976 512 1247 655">Parc Afon Ewenni</td> <td data-bbox="1247 512 1473 655">Parc Afon Ewenni</td> <td data-bbox="1473 512 1731 655">Strategic Mixed Use (Regeneration)</td> <td data-bbox="1731 512 1863 655">SP4</td> <td data-bbox="1863 512 2033 655">DNP9</td> </tr> </tbody> </table> | Stage 2 Housing & Mixed Use Non-Strategic Sites | | | | | | COM1 (1) | Parc Afon Ewenni | Parc Afon Ewenni | Strategic Mixed Use (Regeneration) | SP4 | DNP9 |
| Stage 2 Housing & Mixed Use Non-Strategic Sites | | | | | | | | | | | | | | |
| COM1 (1) | Parc Afon Ewenni | Parc Afon Ewenni | Strategic Mixed Use (Regeneration) | SP4 | DNP9 | | | | | | | | | |
| MAC 048 | <p data-bbox="309 746 645 1289">AP9.5 Council to amend the reasoned justification of Policy PLA2 (Land South of Bridgend (Island Farm)) to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site</p> | <p data-bbox="667 746 2078 818">Reasoned justification of Policy PLA2 to be amended as below, with the additional text highlighted in green:</p> <p data-bbox="667 914 2078 1375">5.2.19 The development will be green infrastructure led and will require high quality landscaping and architectural design to capitalise on accessibility to Bridgend Town Centre. A carefully designed green infrastructure network will run through and extend beyond the site to link with Newbridge Fields, thereby providing a continuous ‘green lung’ that connects the site with both Bridgend Town Centre and Merthyr Mawr. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use. Linked to this will be the protection and enhancement of the existing biodiversity value of the site, ensuring appropriate provision for, and protection of, existing wildlife in the area. A number of enhancement measures have already been implemented on site relating to the previous consent including tree and scrub planting, hedgerow enhancement, a bat roosting building, dormice nest boxes and the creation of ponds and</p> | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | |
|--|---|--|--|--|------------|----------|------------------|---|------------|--------------------------|
| | | <p>grasslands. The scheme will retain these existing enhancements alongside other existing nature conservation, wildlife and landscape features (including trees, hedgerows, sink holes and the existing SINC), create internal green movement corridors for wildlife and feature a sustainable urban drainage system. Policy PLA2 requires the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). Policy PLA2 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and SINC. In total, the site includes a diverse range of habitats, providing 24.22ha of blue/green infrastructure including attenuation ponds, swales, hedgerows, woodlands and open space. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application. This green infrastructure-led development will therefore provide multi-functional benefits relating to recreation, biodiversity, sustainable drainage and the use of non-car routes to address public health and quality of life issues.</p> | | | | | | | | |
| MAC 049 | <p>AP 10.1 – Council to amend Policy PLA3 and its reasoned justification to include revised details in respect of: housing / affordable housing numbers; and green</p> | <p>PLA 3 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <table border="1" data-bbox="696 1177 2051 1391"> <thead> <tr> <th colspan="2" data-bbox="696 1177 2051 1262">PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area</th> </tr> </thead> <tbody> <tr> <td data-bbox="696 1262 1272 1302">Site Size:</td> <td data-bbox="1272 1262 2051 1302">36.86 Ha</td> </tr> <tr> <td data-bbox="696 1302 1272 1342">Allocation Type:</td> <td data-bbox="1272 1302 2051 1342">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="696 1342 1272 1391">Land Uses:</td> <td data-bbox="1272 1342 2051 1391">1) 850 residential units</td> </tr> </tbody> </table> | PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area | | Site Size: | 36.86 Ha | Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | Land Uses: | 1) 850 residential units |
| PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area | | | | | | | | | | |
| Site Size: | 36.86 Ha | | | | | | | | | |
| Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | | | | | | | | | |
| Land Uses: | 1) 850 residential units | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | |
|-----------------|---|--|--|---|-----------------|---|
| | infrastructure / recreational uses. | <table border="1"> <tr> <td data-bbox="696 233 1272 451"></td> <td data-bbox="1272 233 2045 451"> 2) 20% Affordable Housing 3) 2.3ha 1.5 Form Entry Primary School 4) 12.8ha of Outdoor Recreation Facilities and Public Open Space 5) Active Travel Routes </td> </tr> <tr> <td data-bbox="696 451 1272 624">Phasing Tranche</td> <td data-bbox="1272 451 2045 624"> Refer to trajectory 2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500 </td> </tr> </table> <p data-bbox="696 667 2045 871">Land west of Bridgend, as shown on the Proposals Map, is allocated for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes (including 20% / 170 affordable housing units), incorporating a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.</p> <p data-bbox="696 922 1384 954">MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p data-bbox="696 1007 2045 1214">This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <p data-bbox="696 1262 2045 1343">a) Create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape,</p> | | 2) 20% Affordable Housing 3) 2.3ha 1.5 Form Entry Primary School 4) 12.8ha of Outdoor Recreation Facilities and Public Open Space 5) Active Travel Routes | Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500 |
| | 2) 20% Affordable Housing 3) 2.3ha 1.5 Form Entry Primary School 4) 12.8ha of Outdoor Recreation Facilities and Public Open Space 5) Active Travel Routes | | | | | |
| Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 360 330 2028-2033: 450 500 | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>SINC, Scheduled Ancient Monument, existing housing clusters, community facilities, Active Travel Networks and public transport facilities;</p> <p>b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods;</p> <p>c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;</p> <p>d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape;</p> <p>e) Maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence;</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>f) Orientate buildings to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety; and</p> <p>g) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p> <p>DEVELOPMENT REQUIREMENTS</p> <p>The development must provide the following requirements:</p> <p>1) 850 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements;</p> <p>2) 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development;</p> <p>3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance 4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets and explore the provision of enabling sensitive public access to part of Laleston Meadows SINC and woodland;</p> <p>4) On-site highway improvement to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473;</p> <p>5) A primary street, accommodating a shared foot/cycle path and street planting, to provide access to the development area, the new Primary School and Community Green.</p> <p>6) A Green Travel Corridor by closing Llangewydd Road to motor vehicles (except emergency) between Bryntirion to where it joins the lane running north to south.</p> <p>7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule / Infrastructure Development Plan.</p> <p>8) Provide on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>9) Provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473.</p> <p>10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. Also seek to maintain a green buffer at the front of the site, known locally as the 'Circus Field'.</p> <p>11) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</p> <p>12) Positively integrate the remains of LLangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site.</p> <p>13) Incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way;</p> <p>14) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p>15) A new on-site heat network in accordance with ENT10;</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p data-bbox="696 244 2054 363">16) A Community focal space in the southern part of the site by means of a concentration of appropriate mixed uses with active frontages around a central hub including the school and formal play areas and easily accessible to new and existing residents; and</p> <p data-bbox="696 411 2054 531">17) Locate new pitches as an accessible focal point within the new neighbourhood and provide strategic links to Bryntirion Playing Fields, Penybont Football Club and Cylch Me-thrin Gwdihwed Community Centre.</p> <p data-bbox="663 647 1693 683">The supporting text of Policy PLA3 to be amended as highlighted below:</p> <p data-bbox="663 711 2065 1042">5.2.20 The site is located to the west of Bryntirion and east of the small settlement of Laleston. The site is located to the north of the A473, and is approximately 2.2km to the west of Bridgend Town Centre. The site comprises just over 36 hectares. 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. 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.</p> <p data-bbox="663 1074 2065 1278">5.2.20 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. 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.</p> <p data-bbox="663 1310 2065 1378">5.2.21 The site is allocated for residential led development and will deliver 850 units to ensure a well-connected, socially inclusive, sustainable development is pursued in a holistic manner, incorporating</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|--|
| | | <p>provision of a new school on site. A western linear park will be created to form a natural green buffer to prevent the coalescence of Bridgend and Laleston, thereby protecting the identity and character of both settlements. This will serve the dual purpose of softening views between the site and Laleston and creating/maintaining wildlife corridors. There are multiple schools in the immediate area in addition to various local services and community facilities, although existing capacities are limited and the site must provide a 1.5 form entry primary school on-site together with a contribution towards secondary school provision in the area. The former contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A green buffer will form the site's western boundary to prevent any further encroachment, which can be further safeguarded by a legal agreement to transfer this part of the site to the Council.</p> <p>5.2.22 Along the southern side of the A473, there is a shared cycleway/footway which provides cyclists a continuous cycle lane allowing connectivity to Laleston and Bridgend. This site will connect to existing active travel routes and facilitate delivery of the proposed routes within the Council's Active Travel Network Maps ATNM: INM-BR-57 and INM-BR-58. The site is also located within 400m of a bus stop and benefits from a number of local community facilities. Nearby Bridgend Town Centre provides access to wider public transport options (including Bridgend Railway and Bus Stations) together with other community services. New vehicular access points will principally be achieved on the southern boundary of the site through a new signal-controlled junction with the A473. There is potential to form an emergency access from the unnamed lane on the western boundary of the site, and from Llangewydd Road to the north, respectively. Llangewydd Road forms part of the residential estate road network and will provide a secondary, alternative route into Bridgend.</p> |
| MAC 050 | AP 10.2 – Council to amend the reasoned justification of Policy | Reasoned justification of Policy PLA3 to be amended as below, with the additional text highlighted in green : |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|---|--|
| | <p>PLA3 to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site.</p> | <p>5.2.23 The site's masterplan will mitigate ecological constraints by retaining and providing suitable buffers to habitats, particularly Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. The inclusion of the SINC within the site boundary provides substantial potential for a balanced provision of areas of informal public open space and wildlife zones which, when linked with open space, the retained public rights of way and play areas across the site, will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during development of adjacent land. Cessation of grazing activities following development and occupation of the site and sensitive long-term management of sensitive habitats will improve the existing condition of the SINC and facilitate its restoration, further compensating for habitat loss elsewhere across the site. The site also lies within a Special Landscape Area and the development will seek to reduce adverse effects and/or visual intrusion on the wider landscape through appropriate measures. These include the provision of structural landscaping, with a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. The retention of existing landscape features (hedgerows and trees) forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site. PLA3 requires the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). PLA3 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. In total, the site will provide approximately 10 hectares of retained woodland, improved grassland and new areas of open space. In addition, the remains of LLangewydd</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|---|---|
| | | <p>Church and Churchyard Scheduled Ancient Monument are located within the site, which will be preserved and enhanced within the masterplan. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p> |
| MAC 051 | <p>AP 11.1 – Council to amend Policy PLA4 and its reasoned justification to include revised details in respect of: housing / affordable housing numbers; and highway improvements.</p> | <p>PLA 4 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | |
|------------------|---|---|------------|---------|------------------|---|------------|---|-----------------|---|
| | | <p data-bbox="703 240 2051 331">PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area</p> <table border="1" data-bbox="703 331 2051 903"> <tr> <td data-bbox="703 331 1330 376">Site Size:</td> <td data-bbox="1330 331 2051 376">44.27ha</td> </tr> <tr> <td data-bbox="703 376 1330 464">Allocation Type:</td> <td data-bbox="1330 376 2051 464">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="703 464 1330 730">Land Uses:</td> <td data-bbox="1330 464 2051 730"> <ul data-bbox="1346 472 2051 722" style="list-style-type: none"> • 770 804 residential units • 20% Affordable Housing • 2.3ha to accommodate a 1.5 FE Primary School • Outdoor Recreation Facilities • Active Travel routes </td> </tr> <tr> <td data-bbox="703 730 1330 903">Phasing Tranche</td> <td data-bbox="1330 730 2051 903"> Refer to trajectory 2018-2022: 0 2023-2027: 290 204 2028-2022: 480 600 </td> </tr> </table> <p data-bbox="703 951 2051 1150">Land East of Pencoed, as shown on the Proposals Map, is allocated for a comprehensive mixed-use development. The site will deliver circa 770 804 homes during the Plan period (20% / 154 161 of which will be affordable housing units), incorporating a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.</p> <p data-bbox="703 1206 2051 1238">MASTERPLAN DEVELOPMENT PRINCIPLES</p> <p data-bbox="703 1286 2051 1366">This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more</p> | Site Size: | 44.27ha | Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | Land Uses: | <ul data-bbox="1346 472 2051 722" style="list-style-type: none"> • 770 804 residential units • 20% Affordable Housing • 2.3ha to accommodate a 1.5 FE Primary School • Outdoor Recreation Facilities • Active Travel routes | Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 290 204 2028-2022: 480 600 |
| Site Size: | 44.27ha | | | | | | | | | |
| Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | | | | | | | | | |
| Land Uses: | <ul data-bbox="1346 472 2051 722" style="list-style-type: none"> • 770 804 residential units • 20% Affordable Housing • 2.3ha to accommodate a 1.5 FE Primary School • Outdoor Recreation Facilities • Active Travel routes | | | | | | | | | |
| Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 290 204 2028-2022: 480 600 | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:</p> <ul style="list-style-type: none"> a) Create a well-connected sustainable urban extension to Pencoed, comprising a number of character areas that integrate positively with the existing Town Centre, existing housing clusters, community facilities, Active Travel networks, Pencoed Technology Park, Pencoed Comprehensive School and public transport facilities; b) Create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities. There must be particular emphasis on: creating a linear park or road network along the route of the high pressure gas main, retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, facilitating habitat creation and supporting a range of opportunities for formal and informal play in addition to community-led food growing; c) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods; d) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and e) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges. |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>DEVELOPMENT REQUIREMENTS</p> <p>The development must provide the following requirements:</p> <ol style="list-style-type: none"> 1) 770 804 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development; 3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance; 4) Deliver highway improvement to ensure the principal point of vehicular access is from the south of the site (off Felindre Road), with secondary access from the north of the site (off the A473); off the A473; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | <p>5) Provide off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.</p> <p>6) Provide on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE15 INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26</p> <p>7) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;</p> <p>8) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat;</p> <p>9) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks; and</p> <p>Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|--|
| | | <p>The supporting text of Policy PLA4 to be amended as highlighted below:</p> <p>5.2.26 The site is allocated for mixed use development and will deliver approximately 770 804 new homes, a significant area of public open space, a small commercial element and a new one form entry primary school. The latter contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A buffer to the eastern and southern edges of the existing campus will also be retained, to allow for future flexibility for the expansion of the college. 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.</p> |
| MAC052 | <p>AP 11.2 – Council to amend the reasoned justification of Policy PLA4 to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site.</p> | <p>Reasoned justification of Policy PLA4 to be amended as below, with the additional text highlighted in green:</p> <p>5.2.26 The site is allocated for mixed use development and will deliver approximately 770 804 new homes, a significant area of public open space, a small commercial element and a new one form entry primary school. The latter contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A buffer to the eastern and southern edges of the existing campus will also be retained, to allow for future flexibility for the expansion of the college. 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. The development will also deliver biodiversity enhancements ensuring that any identified ecological constraints are mitigated and enhanced. The development concept takes account of the semi-rural landscape creating a network of green public open space. This will retain existing landscape features (hedgerows and trees), create an east to west nature corridor, enhance the existing north to south tree belt to the east of the site and feature a sustainable urban drainage system. PLA4 requires the developer to submit and agree</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | |
|--|---|--|--|--|------------|----------|------------------|---|------------|---|
| | | <p>ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). PLA4 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and SINCs. In total, the site will include a diverse range of habitats, providing approximately 12.4 hectares of attenuation ponds, rain gardens, hedgerows, woodlands and open space. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p> | | | | | | | | |
| MAC 053 | <p>AP12.1 – Council to amend Policy PLA5 and its reasoned justification to clarify the number of housing / affordable housing units to be delivered in the Plan period and those beyond.</p> | <p>Policy PLA5 will be amended as highlighted below:</p> <table border="1" data-bbox="701 959 2047 1315"> <thead> <tr> <th colspan="2" data-bbox="701 959 2047 1054"> PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area </th> </tr> </thead> <tbody> <tr> <td data-bbox="701 1054 1373 1098">Site Size:</td> <td data-bbox="1373 1054 2047 1098">99.86 ha</td> </tr> <tr> <td data-bbox="701 1098 1373 1185">Allocation Type:</td> <td data-bbox="1373 1098 2047 1185">Strategic Mixed-use Sustainable Urban Extension</td> </tr> <tr> <td data-bbox="701 1185 1373 1315">Land Uses:</td> <td data-bbox="1373 1185 2047 1315"> <ul style="list-style-type: none"> • 2,000 2,003 residential units • 15% Affordable Housing (145 during plan period, 155 beyond plan period) </td> </tr> </tbody> </table> | PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area | | Site Size: | 99.86 ha | Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | Land Uses: | <ul style="list-style-type: none"> • 2,000 2,003 residential units • 15% Affordable Housing (145 during plan period, 155 beyond plan period) |
| PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area | | | | | | | | | | |
| Site Size: | 99.86 ha | | | | | | | | | |
| Allocation Type: | Strategic Mixed-use Sustainable Urban Extension | | | | | | | | | |
| Land Uses: | <ul style="list-style-type: none"> • 2,000 2,003 residential units • 15% Affordable Housing (145 during plan period, 155 beyond plan period) | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | |
|---|---|--|--|---|-----------------|---|---|--|
| | | <table border="1"> <tr> <td data-bbox="701 236 1373 416"></td> <td data-bbox="1384 236 2047 416"> <ul style="list-style-type: none"> • 5.7ha to accommodate 2 x Two Form Entry Primary Schools • 8 ha of Outdoor Recreation Facilities • New Active Travel routes </td> </tr> <tr> <td data-bbox="701 419 1373 632">Phasing Tranche</td> <td data-bbox="1384 419 2047 632"> Refer to trajectory 2018-2022: 0 2023-2027: 352 220 2028-2022: 705 750 After plan period: 1,033 </td> </tr> <tr> <td colspan="2" data-bbox="701 635 2047 1098"> <p>Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,000 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site deliver 970 homes (15% / 145 of which will be affordable housing units), beyond the Plan Period the site will deliver 1,033 homes (15% / 155 of which will be affordable housing units).</p> <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> </td> </tr> </table> | | <ul style="list-style-type: none"> • 5.7ha to accommodate 2 x Two Form Entry Primary Schools • 8 ha of Outdoor Recreation Facilities • New Active Travel routes | Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 352 220 2028-2022: 705 750 After plan period: 1,033 | <p>Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,000 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site deliver 970 homes (15% / 145 of which will be affordable housing units), beyond the Plan Period the site will deliver 1,033 homes (15% / 155 of which will be affordable housing units).</p> <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> | |
| | <ul style="list-style-type: none"> • 5.7ha to accommodate 2 x Two Form Entry Primary Schools • 8 ha of Outdoor Recreation Facilities • New Active Travel routes | | | | | | | |
| Phasing Tranche | Refer to trajectory 2018-2022: 0 2023-2027: 352 220 2028-2022: 705 750 After plan period: 1,033 | | | | | | | |
| <p>Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,000 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site deliver 970 homes (15% / 145 of which will be affordable housing units), beyond the Plan Period the site will deliver 1,033 homes (15% / 155 of which will be affordable housing units).</p> <p>MASTERPLAN DEVELOPMENT PRINCIPLES</p> | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:</p> <ul style="list-style-type: none"> a) Create a well-connected sustainable urban extension to Pyle, North Cornelly and Kenfig Hill, comprising a number of character areas that integrate positively with the existing Town Centres, existing housing clusters, community facilities, Active Travel networks and public transport facilities; b) Create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities. There must be particular emphasis on: retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, facilitating habitat creation and supporting a range of opportunities for formal and informal play in addition to community-led food growing; c) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site and the broader grouped settlement of Pyle, Kenfig Hill and North Cornelly. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must not be to the detriment of the Special Landscape Area and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape; |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>d) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods. Connections must also be made to the wider active travel and public transport network to ensure safe connectivity with Pyle and Kenfig Hill District Centres, North Cornelly Local Centre, Pyle Railway Station, Village Farm Industrial Estate and Cynffig Comprehensive School;</p> <p>e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and</p> <p>f) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.</p> <p>DEVELOPMENT REQUIREMENTS</p> <p>The development must provide the following:</p> <ol style="list-style-type: none"> 1) 2,000 2,003 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 15% affordable housing to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements; 2) 5.7 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and a financial contribution to nursery, primary, secondary and post- |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development;</p> <p>3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance;</p> <p>4) 1.5 hectares of land for commercial uses, including a new local 'hub' with a concentration of appropriate mixed uses and local services. The 'hub' should have active frontages around a pivotal, focal point of the development where it is easily accessible to new and existing residents through Active Travel, thereby limiting the need for private vehicular trips;</p> <p>5) Highway improvements to ensure the principal points of vehicular access are off the A48 and A4229. Appropriate adjustments must also be made to the roundabout between the A48 and A4229 to improve traffic flow and highway safety;</p> <p>6) New shared footways, cycleways and improved crossing facilities along the A48 and A4229 and highway improvement to enhance pedestrian safety in the vicinity of the site;</p> <p>7) A new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. The bridge must be constructed to Council adoptable standards prior to the occupation of any homes on the development;</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---|
| | | <p>8) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;</p> <p>9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48 and A4229, with Cynffig Comprehensive School, Village Farm Industrial Estate Pyle and Kenfig Hill District Centres, existing bus routes and Pyle Railway Station (including safe pedestrian linkages across the railway bridge). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's Active Travel Network Maps ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18 and INM-PY-19, INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.</p> <p>10) Suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;</p> <p>11) Ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and appropriate compensatory and replacement habitat;</p> <p>12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;</p> <p>13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10; and</p> <p>14) Ensure that the development does not prejudice the proposed future relocation of Pyle Railway Station plus accompanying park and ride facility.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|---|
| MAC 054 | <p>AP12.2 – Council to amend the reasoned justification of Policy PLA5 to include details of the nature and scale of the biodiversity enhancement that will be secured as part of the development of the strategic site</p> | <p>Reasoned justification of Policy PLA4 to be amended as below, with the additional text highlighted in green:</p> <p>5.2.37 The site itself is not subject to any ecological designations, although further wildlife and habitat surveys will need to be carried out to inform the site’s potential development. Additionally, there are two SSSI’s located in close proximity to the boundary of the site; the Penycastell SSSI is located to the north east and the Stormy Down SSSI is located to the south east of the site. Both are physically separated from the site by the route of the trainline and the M4 respectively. Given the need to maintain a landscape buffer between major transport routes and any proposed development, neither are considered to be a constraint to development. The development will seek to promote biodiversity by protecting and expanding upon the existing green infrastructure network particularly through the planting and translocation of hedgerows and trees in addition to the integration of an extensive sustainable urban drainage system. The development concept is centred around a Village Greenway that responds to the existing and proposed landscape features, providing safe and attractive routes throughout the development via a network of green infrastructure corridors. PLA5 requires the developer to submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse). PLA5 also requires the development to retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and SINC’s. In total, the site will provide approximately 19.86 hectares of attenuation ponds, swales, rain gardens, hedgerows, woodlands and open space. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by, and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|----------------|--|--|
| MAC 055 | <p data-bbox="309 240 645 743">M2(15b) – Amend Policy COM3 to incorporate the site-specific affordable housing policy for Former Cooper Standard Site, Ewenny Road, Maesteg (to reflect the site's substantial change in circumstances since Deposit Stage).</p> <p data-bbox="309 775 645 1023">Parc Afon Ewenni also to be deleted due to flood risk issues (see also MAC 046) and consequential policy re-numbering.</p> | <p data-bbox="667 240 2074 312">COM3 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---|------------------------|--------------------------------------|---|-------------------------------------|---|-------------------------------------|--|------------------------------------|---|-------------------------------------|--|------------------------------------|--------------------|--------------------------------------|---|-------------------------------------|---|-------------------------------------|--|-------------------------------------|
| | | <div data-bbox="808 316 1935 400" style="background-color: #f4a460; text-align: center; padding: 5px;">COM3: On-Site Provision of Affordable Housing</div> <p data-bbox="824 411 1921 483">Affordable housing contributions will be sought on residential developments with capacity for 10 or more dwellings at the following target percentages:</p> <table border="1" data-bbox="835 528 1910 900"> <thead> <tr> <th data-bbox="842 536 1402 603">Housing Market Area(s)</th> <th data-bbox="1413 536 1904 603">Target Affordable Housing Percentage</th> </tr> </thead> <tbody> <tr> <td data-bbox="842 611 1402 647"> <ul style="list-style-type: none"> • Porthcawl </td> <td data-bbox="1413 611 1904 647">30% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 655 1402 727"> <ul style="list-style-type: none"> • Pencoed • Bridgend </td> <td data-bbox="1413 655 1904 727">15% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 735 1402 772"> <ul style="list-style-type: none"> • Pyle, Kenfig Hill and North Cornelly </td> <td data-bbox="1413 735 1904 772">0% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 780 1402 817"> <ul style="list-style-type: none"> • Valleys Gateway </td> <td data-bbox="1413 780 1904 817">10% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 825 1402 896"> <ul style="list-style-type: none"> • Maesteg and the Llynfi Valley • Ogmore and Garw Valleys </td> <td data-bbox="1413 825 1904 896">0% affordable housing contribution</td> </tr> </tbody> </table> <p data-bbox="824 922 1921 1106">The five Mixed-Use, Strategic Development Sites are subject to individual, site-specific affordable housing policies as outlined in Policies PLA1-5 and reiterated below. In addition, the following COM1 Housing Allocations are also subject to site-specific affordable housing policies as outlined below and evidenced through site-specific viability testing:</p> <table border="1" data-bbox="835 1129 1910 1367"> <thead> <tr> <th data-bbox="842 1137 1581 1204">Housing Allocation</th> <th data-bbox="1592 1137 1904 1204">Target Affordable Housing Percentage</th> </tr> </thead> <tbody> <tr> <td data-bbox="842 1212 1581 1284"> <ul style="list-style-type: none"> • SP2(1) – Porthcawl Waterfront </td> <td data-bbox="1592 1212 1904 1284">30% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 1292 1581 1329"> <ul style="list-style-type: none"> • SP2(2) – Land South of Bridgend </td> <td data-bbox="1592 1292 1904 1329">20% affordable housing contribution</td> </tr> <tr> <td data-bbox="842 1337 1581 1367"> <ul style="list-style-type: none"> • SP2(3) – Land West of Bridgend </td> <td data-bbox="1592 1337 1904 1367">20% affordable housing contribution</td> </tr> </tbody> </table> | Housing Market Area(s) | Target Affordable Housing Percentage | <ul style="list-style-type: none"> • Porthcawl | 30% affordable housing contribution | <ul style="list-style-type: none"> • Pencoed • Bridgend | 15% affordable housing contribution | <ul style="list-style-type: none"> • Pyle, Kenfig Hill and North Cornelly | 0% affordable housing contribution | <ul style="list-style-type: none"> • Valleys Gateway | 10% affordable housing contribution | <ul style="list-style-type: none"> • Maesteg and the Llynfi Valley • Ogmore and Garw Valleys | 0% affordable housing contribution | Housing Allocation | Target Affordable Housing Percentage | <ul style="list-style-type: none"> • SP2(1) – Porthcawl Waterfront | 30% affordable housing contribution | <ul style="list-style-type: none"> • SP2(2) – Land South of Bridgend | 20% affordable housing contribution | <ul style="list-style-type: none"> • SP2(3) – Land West of Bridgend | 20% affordable housing contribution |
| Housing Market Area(s) | Target Affordable Housing Percentage | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Porthcawl | 30% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Pencoed • Bridgend | 15% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Pyle, Kenfig Hill and North Cornelly | 0% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Valleys Gateway | 10% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Maesteg and the Llynfi Valley • Ogmore and Garw Valleys | 0% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| Housing Allocation | Target Affordable Housing Percentage | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • SP2(1) – Porthcawl Waterfront | 30% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • SP2(2) – Land South of Bridgend | 20% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • SP2(3) – Land West of Bridgend | 20% affordable housing contribution | | | | | | | | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | |
|--|--|--|---|--|--|-------------------------------------|
| | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;"> <ul style="list-style-type: none"> • SP2(4) – Land East of Pencoed • COM1(1) – Parc Afon Ewenni, Bridgend • COM1(21) – Craig y Parcau, Bridgend </td> <td style="width: 50%;"></td> </tr> <tr> <td style="padding: 5px;"> <ul style="list-style-type: none"> • SP2(5) – Land East of Pyle • COM1(32) – Land South East of Pont Rhyd-y-cyff • COM1(43) – Land South of Pont Rhyd-y-cyff • COM1(54) - Land South West of Pont Rhyd-y-cyff • COM1(5) – Former Cooper Standard Site, Ewenny Road, Maesteg </td> <td style="text-align: center; vertical-align: middle; padding: 5px;">15% affordable housing contribution</td> </tr> </table> <p style="margin-top: 10px;">Affordable housing will be expected to be delivered on-site in the first instance and off-site provision and/or financial contributions will only be accepted in lieu of on-site provision in exceptional circumstances. In the event that the target percentage produces a requirement for a partial affordable housing unit, the contribution will be rounded up to the nearest whole number.</p> <p>Planning applications that comply with this Policy will be assumed to be viable and it should not be necessary for viability issues to be considered further at planning application stage. Deviation from the affordable housing percentages specified will only be acceptable if the applicant can clearly demonstrate that particular exceptional circumstances justify the need for a viability assessment at the point of application. In such rare instances, the applicant must provide all information, evidence and justification to the Council on an ‘open book’ basis.</p> | <ul style="list-style-type: none"> • SP2(4) – Land East of Pencoed • COM1(1) – Parc Afon Ewenni, Bridgend • COM1(21) – Craig y Parcau, Bridgend | | <ul style="list-style-type: none"> • SP2(5) – Land East of Pyle • COM1(32) – Land South East of Pont Rhyd-y-cyff • COM1(43) – Land South of Pont Rhyd-y-cyff • COM1(54) - Land South West of Pont Rhyd-y-cyff • COM1(5) – Former Cooper Standard Site, Ewenny Road, Maesteg | 15% affordable housing contribution |
| <ul style="list-style-type: none"> • SP2(4) – Land East of Pencoed • COM1(1) – Parc Afon Ewenni, Bridgend • COM1(21) – Craig y Parcau, Bridgend | | | | | | |
| <ul style="list-style-type: none"> • SP2(5) – Land East of Pyle • COM1(32) – Land South East of Pont Rhyd-y-cyff • COM1(43) – Land South of Pont Rhyd-y-cyff • COM1(54) - Land South West of Pont Rhyd-y-cyff • COM1(5) – Former Cooper Standard Site, Ewenny Road, Maesteg | 15% affordable housing contribution | | | | | |
| MAC 056 | M2(15b) - Amend Policy SP11 to reflect the substantial change in circumstances of the Former Cooper | SP11 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red: | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|--|--|
| | Standard Site, Ewenny Road, Maesteg since Deposit Stage. | <p data-bbox="819 280 1933 320">SP11: Employment Land Strategy</p> <p data-bbox="819 355 1933 584">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 74.7 68.8 hectares of new employment land to be brought forward and accommodate up to 7,500 additional jobs over the Plan period by:</p> <ol data-bbox="869 619 1933 804" style="list-style-type: none"> 1) Allocating the following Strategic Employment Sites with available land for high quality employment purposes (B1, B2 & B8 uses): <ul data-bbox="965 730 1458 804" style="list-style-type: none"> a) Brocastle (20.4ha); and b) Pencoed Technology Park (5.4ha). <p data-bbox="920 847 1933 999">These two key employment sites have been specifically identified as prominent employment assets to attract high quality businesses and investment to the County Borough in a manner that will contribute to the local and wider regional economy;</p> 2) Allocating a portfolio of Employment Sites (refer to ENT1) with a combined 45.9 43ha of available land for employment purposes (B1, B2 & B8 uses). These allocations will provide flexibility and choice to deliver new employment on a range of sites across the County Borough; 3) Retaining and safeguarding established sustainable and viable employment sites for employment generating uses (refer to ENT2); and |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|-----------------|---------------------|------|-----------------------------------|--|--|----------------------------------|------|------------|----------------------------|-----|------------|---|--|--|------------------------------|-----|------------|-------------------------------|-----|------------|-----------------------------|-----|------------|--------------------------|-----|------------|
| | | <p>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.</p> <p>Re-development of the former Bridgend Ford Site (45ha) will also be enabled through this Strategy, thereby capitalising on this key economic opportunity, whilst providing further flexibility and choice to the immediate 74 68.8ha employment land supply (refer to ENT5).</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAC 057 | <p>M2(15b) - Amend Policy ENT1 and supporting text to reflect the substantial change in circumstances of the Former Cooper Standard Site, Ewenny Road, Maesteg since Deposit Stage.</p> | <p>ENT1 to be amended to include the following additional text highlighted in green. The text proposed for deletion has been struck through in red:</p> <div data-bbox="808 703 1942 1383" style="border: 1px solid black; padding: 5px;"> <p>ENT1: Employment Allocations</p> <p>To support the Council's Employment Land Strategy, 74.7 68.8 hectares of available employment land is allocated for employment development at the following locations for the uses specified:</p> <table border="1" data-bbox="824 884 1921 1383"> <thead> <tr> <th data-bbox="824 884 1451 959">Employment Site</th> <th data-bbox="1451 884 1675 959">Available Land (ha)</th> <th data-bbox="1675 884 1921 959">Uses</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="824 959 1921 1034" style="text-align: center;">Strategic Employment Sites</td> </tr> <tr> <td data-bbox="824 1034 1451 1082">1) Brocastle, Waterton, Bridgend</td> <td data-bbox="1451 1034 1675 1082" style="text-align: center;">20.4</td> <td data-bbox="1675 1034 1921 1082" style="text-align: center;">B1, B2, B8</td> </tr> <tr> <td data-bbox="824 1082 1451 1129">2) Pencoed Technology Park</td> <td data-bbox="1451 1082 1675 1129" style="text-align: center;">5.4</td> <td data-bbox="1675 1082 1921 1129" style="text-align: center;">B1, B2, B8</td> </tr> <tr> <td colspan="3" data-bbox="824 1129 1921 1193" style="text-align: center;">Employment Sites: Bridgend Sustainable Growth Area</td> </tr> <tr> <td data-bbox="824 1193 1451 1241">3) Brackla Industrial Estate</td> <td data-bbox="1451 1193 1675 1241" style="text-align: center;">7.7</td> <td data-bbox="1675 1193 1921 1241" style="text-align: center;">B1, B2, B8</td> </tr> <tr> <td data-bbox="824 1241 1451 1289">4) Bridgend Industrial Estate</td> <td data-bbox="1451 1241 1675 1289" style="text-align: center;">9.2</td> <td data-bbox="1675 1241 1921 1289" style="text-align: center;">B1, B2, B8</td> </tr> <tr> <td data-bbox="824 1289 1451 1337">5) Coychurch Yard, Bridgend</td> <td data-bbox="1451 1289 1675 1337" style="text-align: center;">0.1</td> <td data-bbox="1675 1289 1921 1337" style="text-align: center;">B1, B2, B8</td> </tr> <tr> <td data-bbox="824 1337 1451 1383">6) Crosby Yard, Bridgend</td> <td data-bbox="1451 1337 1675 1383" style="text-align: center;">0.8</td> <td data-bbox="1675 1337 1921 1383" style="text-align: center;">B1, B2, B8</td> </tr> </tbody> </table> </div> | Employment Site | Available Land (ha) | Uses | Strategic Employment Sites | | | 1) Brocastle, Waterton, Bridgend | 20.4 | B1, B2, B8 | 2) Pencoed Technology Park | 5.4 | B1, B2, B8 | Employment Sites: Bridgend Sustainable Growth Area | | | 3) Brackla Industrial Estate | 7.7 | B1, B2, B8 | 4) Bridgend Industrial Estate | 9.2 | B1, B2, B8 | 5) Coychurch Yard, Bridgend | 0.1 | B1, B2, B8 | 6) Crosby Yard, Bridgend | 0.8 | B1, B2, B8 |
| Employment Site | Available Land (ha) | Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Strategic Employment Sites | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1) Brocastle, Waterton, Bridgend | 20.4 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2) Pencoed Technology Park | 5.4 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Employment Sites: Bridgend Sustainable Growth Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3) Brackla Industrial Estate | 7.7 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4) Bridgend Industrial Estate | 9.2 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5) Coychurch Yard, Bridgend | 0.1 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6) Crosby Yard, Bridgend | 0.8 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------------------|--|---------------------|-----|------------|-------------------------------|------|------------|---|--|--|--|-----|----|--|-----|------------|------------------------|------|------------|---|--|--|--------------------------|--------------------|------------|--|--|--|--|-----|----|--|--|--|---------------------------------|-----|------------|---|-----|----|--------------------------------------|-----|----|---|-----|------------|---|-----|------------|--------------|--|-------------------------------|
| | | <table border="1"> <tr> <td>7) Parc Afon Ewenni</td> <td>2.0</td> <td>B1, B2, B8</td> </tr> <tr> <td>8) Waterton Industrial Estate</td> <td>10.0</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="3">Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area</td> </tr> <tr> <td>9) Land at Gibbons Way, North Cornelly</td> <td>0.0</td> <td>B1</td> </tr> <tr> <td>10) Village Farm Industrial Estate, Pyle</td> <td>2.6</td> <td>B1, B2, B8</td> </tr> <tr> <td>11) Ty Draw Farm, Pyle</td> <td>2.23</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="3">Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area</td> </tr> <tr> <td>12) Ewenny Road, Maesteg</td> <td>3.5 0.6</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="3">Employment Sites: Pencoed Sustainable Growth Area</td> </tr> <tr> <td>13) The Triangle Site, Bocam Park, Pencoed</td> <td>1.0</td> <td>B1</td> </tr> <tr> <td colspan="3">Employment Sites: Other Locations</td> </tr> <tr> <td>14) Brynmenyn Industrial Estate</td> <td>2.0</td> <td>B1, B2, B8</td> </tr> <tr> <td>15) Land adjacent to Sarn Park Services</td> <td>2.7</td> <td>B1</td> </tr> <tr> <td>16) Land west of Maesteg Road, Tondu</td> <td>0.3</td> <td>B1</td> </tr> <tr> <td>17) Isfryn Industrial Estate, Blackmill</td> <td>0.4</td> <td>B1, B2, B8</td> </tr> <tr> <td>18) Abergarw Industrial Estate, Brynmenyn</td> <td>1.4</td> <td>B1, B2, B8</td> </tr> <tr> <td colspan="2">Total</td> <td>71.7 68.8 hectares</td> </tr> </table> | 7) Parc Afon Ewenni | 2.0 | B1, B2, B8 | 8) Waterton Industrial Estate | 10.0 | B1, B2, B8 | Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area | | | 9) Land at Gibbons Way, North Cornelly | 0.0 | B1 | 10) Village Farm Industrial Estate, Pyle | 2.6 | B1, B2, B8 | 11) Ty Draw Farm, Pyle | 2.23 | B1, B2, B8 | Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area | | | 12) Ewenny Road, Maesteg | 3.5 0.6 | B1, B2, B8 | Employment Sites: Pencoed Sustainable Growth Area | | | 13) The Triangle Site, Bocam Park, Pencoed | 1.0 | B1 | Employment Sites: Other Locations | | | 14) Brynmenyn Industrial Estate | 2.0 | B1, B2, B8 | 15) Land adjacent to Sarn Park Services | 2.7 | B1 | 16) Land west of Maesteg Road, Tondu | 0.3 | B1 | 17) Isfryn Industrial Estate, Blackmill | 0.4 | B1, B2, B8 | 18) Abergarw Industrial Estate, Brynmenyn | 1.4 | B1, B2, B8 | Total | | 71.7 68.8 hectares |
| 7) Parc Afon Ewenni | 2.0 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8) Waterton Industrial Estate | 10.0 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9) Land at Gibbons Way, North Cornelly | 0.0 | B1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10) Village Farm Industrial Estate, Pyle | 2.6 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11) Ty Draw Farm, Pyle | 2.23 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12) Ewenny Road, Maesteg | 3.5 0.6 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Employment Sites: Pencoed Sustainable Growth Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13) The Triangle Site, Bocam Park, Pencoed | 1.0 | B1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Employment Sites: Other Locations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14) Brynmenyn Industrial Estate | 2.0 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15) Land adjacent to Sarn Park Services | 2.7 | B1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16) Land west of Maesteg Road, Tondu | 0.3 | B1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17) Isfryn Industrial Estate, Blackmill | 0.4 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18) Abergarw Industrial Estate, Brynmenyn | 1.4 | B1, B2, B8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | 71.7 68.8 hectares | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <p>4.22 The Employment Sites identified in ENT1 are those that have a realistic prospect of contributing to future employment land supply. They account for 45.9 43 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’.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|---|--|----------------|-----------|----------|----------------|----------|---------------|----------|-------------|----------|--------------------|----------|-------------|---------|------------|----------|--------------|---------|----------------|----------|----------------|---------|------------------------------------|---------|-------------------------|---------|------------------------|---------|------------|---------|-------------|---------|------------------------|--------|-------------|--------|--------------------|---------|-------------|--------|------------------|---------|-------------------|--------|--------------|---------|-----------|--------|-----------------------|---------|-------------|
| MAC 058 | AP 7.3 – Include list of SINC's within the RLDP to accompany the existing layers on the Proposals Map | List of SINC's to be appended to the RLDP (as Appendix 8, Proposals Map to become Appendix 11): <table border="1" data-bbox="786 320 1962 1359"> <thead> <tr> <th>SINC Reference</th> <th>SINC Name</th> </tr> </thead> <tbody> <tr><td>POR-15-S</td><td>Trafalgar Wood</td></tr> <tr><td>POR-16-S</td><td>Pink Bay Pond</td></tr> <tr><td>POR-10-S</td><td>The Beacons</td></tr> <tr><td>POR-11-N</td><td>Nottage Court Wood</td></tr> <tr><td>POR-13-N</td><td>Pwll-y-Waun</td></tr> <tr><td>POR-5-S</td><td>Graig Wood</td></tr> <tr><td>POR-14-M</td><td>Grove Common</td></tr> <tr><td>POR-6-S</td><td>The Wilderness</td></tr> <tr><td>POR-17-S</td><td>Moor Lane Pond</td></tr> <tr><td>BDG-2-N</td><td>Cefn Glas Wood (Graig-y-Casnewydd)</td></tr> <tr><td>BDG-5-N</td><td>Wildmill Community Park</td></tr> <tr><td>BDG-3-S</td><td>Heronston House Meadow</td></tr> <tr><td>BDG-4-S</td><td>River Wood</td></tr> <tr><td>BDG-1-S</td><td>Ewenny Moor</td></tr> <tr><td>NH-10-N</td><td>Court Colman Fish Pond</td></tr> <tr><td>NH-7-S</td><td>Coed-y-Waun</td></tr> <tr><td>NH-6-N</td><td>Ffwyl Wood (North)</td></tr> <tr><td>CEC-6-N</td><td>Cefn Cribwr</td></tr> <tr><td>NH-4-S</td><td>Cefn Cribwr Wood</td></tr> <tr><td>NH-11-S</td><td>Penylan Farm Wood</td></tr> <tr><td>NH-8-S</td><td>Coed-yr-Hela</td></tr> <tr><td>NH-12-N</td><td>Parc Pond</td></tr> <tr><td>NH-1-N</td><td>Parc Slip Nature Park</td></tr> <tr><td>CTH-2-N</td><td>Derwen Wood</td></tr> </tbody> </table> | SINC Reference | SINC Name | POR-15-S | Trafalgar Wood | POR-16-S | Pink Bay Pond | POR-10-S | The Beacons | POR-11-N | Nottage Court Wood | POR-13-N | Pwll-y-Waun | POR-5-S | Graig Wood | POR-14-M | Grove Common | POR-6-S | The Wilderness | POR-17-S | Moor Lane Pond | BDG-2-N | Cefn Glas Wood (Graig-y-Casnewydd) | BDG-5-N | Wildmill Community Park | BDG-3-S | Heronston House Meadow | BDG-4-S | River Wood | BDG-1-S | Ewenny Moor | NH-10-N | Court Colman Fish Pond | NH-7-S | Coed-y-Waun | NH-6-N | Ffwyl Wood (North) | CEC-6-N | Cefn Cribwr | NH-4-S | Cefn Cribwr Wood | NH-11-S | Penylan Farm Wood | NH-8-S | Coed-yr-Hela | NH-12-N | Parc Pond | NH-1-N | Parc Slip Nature Park | CTH-2-N | Derwen Wood |
| SINC Reference | SINC Name | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-15-S | Trafalgar Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-16-S | Pink Bay Pond | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-10-S | The Beacons | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-11-N | Nottage Court Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-13-N | Pwll-y-Waun | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-5-S | Graig Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-14-M | Grove Common | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-6-S | The Wilderness | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POR-17-S | Moor Lane Pond | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BDG-2-N | Cefn Glas Wood (Graig-y-Casnewydd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BDG-5-N | Wildmill Community Park | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BDG-3-S | Heronston House Meadow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BDG-4-S | River Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BDG-1-S | Ewenny Moor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-10-N | Court Colman Fish Pond | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-7-S | Coed-y-Waun | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-6-N | Ffwyl Wood (North) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CEC-6-N | Cefn Cribwr | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-4-S | Cefn Cribwr Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-11-S | Penylan Farm Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-8-S | Coed-yr-Hela | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-12-N | Parc Pond | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NH-1-N | Parc Slip Nature Park | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CTH-2-N | Derwen Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|---------------------------------------|
| | | CTH-4-N Coed Lais |
| | | CTH-1-S Coed Parc-Gawr |
| | | CTH-7-N Parc Farm |
| | | NH-13-N Angelton Common |
| | | SBM-4-S Coed Caehelyg |
| | | POR-7-N Manor Farm Fields |
| | | NH-9-N Longacre Meadow |
| | | POR-8-S Coedargraig |
| | | POR-3-M Pant-y-Hyl |
| | | CEC-2-N Cefn Farm |
| | | LAL-6-N Cae-Porth |
| | | LAL-8-N Llangewydd (north of railway) |
| | | LAL-2-N Coed-Ty-Maen |
| | | LAL-9-N Coed-y-Gains |
| | | LAL-1-N Stormy Down |
| | | MM-2-S Coed Cwintin |
| | | MM-4-N Home Wood and Long Belt Wood |
| | | MM-7-N Merthyr Mawr Common |
| | | MM-8-S Coed-y-Tyle |
| | | MM-11-S Coed-y-Nawern |
| | | MM-15-N Pwll-y-Mor |
| | | MM-6-S Chapel Hill |
| | | MM-10-S Verville |
| | | MM-13-S Craig-an Wood |
| | | MM-14-S Kiln Field |
| | | CYN-4-N Sker Farm Dunes |
| | | MM-11-N Ar-Graig Field |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|-----------------------------------|
| | | MM-3-N Cwm-y-Befos |
| | | MM-5-S Coed Pwlldu |
| | | MM-1-M Llyn-y-Felin |
| | | CYN-2-N North-Eastern Dunes |
| | | CYN-9-N Frog Pond Wood |
| | | CYN-6-N St. James' Church Wood |
| | | CYN-11-N Eastern Frog Pond Wood |
| | | CYN-14-N Waunbant Road (north) |
| | | CYN-13-N Waunbant Road (triangle) |
| | | CYN-3-N Old Ballas Wood |
| | | CYN-12-N Afon Cynffig |
| | | CYN-1-N Cornelly Quarry |
| | | CYN-7-N North of Pyle |
| | | MG-6-M Y Parc (north) |
| | | MG-4-M Nant-y-Crynwydd |
| | | MG-16-N Craig Tal-y-Fan |
| | | MG-20-N St. John's Colliery Field |
| | | MG-17-N Llwydarth Wood |
| | | MG-1-M Caerau West |
| | | MG-18-M Tudor West |
| | | MG-12-M Y Parc (south) |
| | | MG-19-M Sychbant Fields |
| | | MG-10-N Cwm Cerdin |
| | | MG-15-N Cwm Cerwyn |
| | | CEC-3-M Mynydd Bach |
| | | CEC-5-N Waun Fawr/Coed Uchaf |
| | | CEC-9-N Cwm Ffos (east) |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|-----------------------------------|
| | | LM-5-N Llan Road Woods |
| | | LM-4-N Waun-y-Gilfach woods |
| | | LM-1-M Gilfach Uchaf |
| | | LM-6-S Cwm Nant Gwyn |
| | | LM-3-S Nant Bryncynan Woods |
| | | LM-10-N Nant-y-Castell Grasslands |
| | | PEN-4-S Coed Iestyn |
| | | MG-11-M Cwm Sychbant |
| | | LM-9-N Ty'n-y-Waun |
| | | CCH-3-N Wern Fawr/Fernbank |
| | | BR-2-N Coychurch Road Verge |
| | | CCL-2-S Crematorium Wood |
| | | CCH-1-N Hendir-Uchaf |
| | | CCH-4-N Dre-Fach |
| | | CCH-5-M Blaencrymlyn |
| | | LL-1-S Coed Pentwyn |
| | | LL-2-N Coed Tondu |
| | | LL-3-N Nant Cwm-bach |
| | | LL-4-S Coed Coytrahen |
| | | GV-6-M Nant Mwrth |
| | | YA-1-N Rifle Range Wood |
| | | YA-2-M Brynmenyn |
| | | LL-5-N Cwm Cefnydfa |
| | | GV-5-N Cwm Garw |
| | | GV-8-N Bettws West |
| | | LM-11-S Llywn-y-Brian |
| | | GV-7-S North Bettws Woodland |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|------------------------------------|
| | | GV-11-S Moelgilau-fawr |
| | | MG-13-N Cemetery Fields |
| | | MG-7-N Garth Grassland |
| | | MG-14-M Nant Cwm-du-bach |
| | | MG-8-M Nant-y-Fforest |
| | | LM-2-M Gelliheblig |
| | | GV-2-N Craig Ddu |
| | | GV-10-N Disused Railway Woods |
| | | MG-2-M Caerau North |
| | | CCH-9-N Gelli-Feddgaer Wood |
| | | MG-3-M Blaen-Cwmdu |
| | | OG-2-M Mynydd yr Aber |
| | | OG-9-M Nant-y-Moel Farm |
| | | CEC-8-S Tymaen Farm Entrance Verge |
| | | CTH-5-N Lime Kiln Wood |
| | | PEN-5-N Ewenny River Fields |
| | | LM-12-N Lletty Brongu |
| | | CCL-3-N Waterton Alderwood |
| | | GV-13-M Tylacoch South |
| | | GV-12-M Tylacoch North |
| | | CTH-6-S Coed-y-Morfa |
| | | NH-14-N Aberkenfig West |
| | | POR-12-S Rych Point |
| | | BR-1-N Tremains |
| | | CCH-2-M Heol-y-Cyw (east) |
| | | CCH-6-N Nant Crymlyn |
| | | CCH-7-M Rockwool Grounds |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|--|
| | | CCH-8-N Heol-y-Cyw (west) |
| | | CCL-1-N Moor Farm |
| | | CEC-1-M Bedford Park |
| | | CEC-4-N Waun Daffydd Farm |
| | | CEC-7-N Cwm Ffos Farm |
| | | CTH-3-N Coedcraigddu |
| | | CTH-8-N Smallhold Wood |
| | | CTH-9-S Junction 36, Heath |
| | | CYN-5-S Ty Tanglwst Wood |
| | | CYN-10-S Kenfig NNR Field |
| | | CYN-8-S Sker Rocks/Pink Bay |
| | | GV-1-M Ffroch Wen Mosaic |
| | | GV-3-M Blaengarw North-East |
| | | GV-4-M Bryngarw Park East |
| | | GV-9-N Oakdale Cottage Wood |
| | | LAL-3-N Laleston Meadows |
| | | LAL-4-S Cae Pen-y-Bryn |
| | | LAL-5-N Craig-y-Parcau |
| | | LAL-7-N Laleston County Primary School |
| | | LL-6-N Ton Phillip Farm |
| | | MM-9-N Island Farm POW Camp |
| | | LM-7-N Drysity'n-y-waun |
| | | LM-8-N Llety Woods |
| | | MG-5-N Abercerdin Wood |
| | | MG-9-M Caergymrig |
| | | NH-2-N Pennsylvania Wood |
| | | NH-3-M Penyfai Common |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|---------|-----------------------|-----------------------------------|
| | | NH-5-N Ffwyl Wood (South) |
| | | OG-1-M Cwm Dyfolog |
| | | OG-10-M Glynllan West |
| | | OG-3-M Cwm Dimbath |
| | | OG-4-N Bryn y Wrach |
| | | OG-5-M Glynogwr Woods |
| | | OG-6-M Cwm Cyffog |
| | | OG-7-M Rhiw Fer |
| | | OG-8-N Pant-yr-Awel |
| | | POR-9-S Newton Point |
| | | SBM-3-N Pant Farm/Hirwaun Common |
| | | POR-4-S Black Rocks |
| | | SBM-2-N Cefn Hirgoed |
| | | PEN-3-N Brynau Gwynian |
| | | POR-1-M Newton Burrows |
| | | PEN-2-N Bryngwenith and Ty-Chwith |
| | | POR-2-M Locks Common |
| | | PEN-1-N Hirwaun Common |
| | | SBM-1-M Cefn Hirgoed |
| | | MM-10-S Verville |
| | | SBM-5-N Tyncoed Farm, Bryncethin |

4. Schedule of Map MACs

| MAC Ref | Action Point / Reason | Matters Arising Change |
|------------------------|--|--|
| Map MAC 013 | AP 2.11 – Council to amend the proposals map to ensure that the Policy COM 11(7) Land off Waunscil Avenue, Bridgend is correctly annotated. | The changes to be made to the Proposals Map (see Appendix 5). |
| Map MAC 018 | AP 3.6 – Council to delete Policy SP7 (2) Land adjacent to Bryncethin Depot (no longer necessary to meet identified Gypsy and Traveller needs). | SP7(2) to be removed from the Proposals Map. |
| Map MAC 020 | ED8a(2) – Delete Christie Tyler site from ENT2 due to a drafting error (land not needed for employment in the RLDP period). | Proposals Map to be updated accordingly; with the Former Christie Tyler Site being deleted and the Wern Tarw Employment Allocation being renumbered from ENT37 to ENT29. |
| Map MAC 032 | AP5.2 – The Council to add Local Search Areas for Wind and | Local Search Areas for Wind and Solar to be added to the Proposals Map along with a larger scale inset map for clarity (see Appendix 6). |

| MAC Ref | Action Point / Reason | Matters Arising Change |
|------------------------|---|--|
| | Solar to the proposals map for completeness. | |
| Map MAC 043 | AP 8.1 - Council to conform the size of the allocated strategic site (clarify amendment in allocation boundary to exclude the former Glamorgan Holiday Hotel in response to Representor 1335's comments at Deposit Stage). | The proposed allocated site boundary is 41.32ha in total (there are six proposed development parcels within the wider allocation boundary, totalling 32ha, of which the net developable residential site area is 18ha). This boundary change is reflected on the Proposals Map and included in Appendix 4. |
| Map MAC 046 | AP 9.2 – Council to delete Policy COM1(1) land at Parc Afon, Eweny (due to flood risk issues). | Policy COM1(1) Land at Parc Afon Eweny to be deleted from the Proposals Map. |

Schedule 1, Appendix 1

MAC 002

Future Wales: National Plan 2040 Outcomes Conformity Assessment (Assessment of the contribution that the LDP makes towards delivering the outcomes set out in Future Wales: National Plan 2040).

Table 1. details the objective assessment undertaken to demonstrate that the LDP makes a significant positive contribution towards delivering the 11 outcomes set out in Future Wales. As detailed in the model below a RAG rating is utilised to present a status assessment using the traffic light colour designations; red, amber or green.

| | |
|--|--|
| | RLDP policy is considered to make a significant positive contribution towards the NDF Outcomes |
| | RLDP policy is considered to make a neutral contribution to the NDF Outcomes |
| | RLDP policy is considered to have a significant negative impact upon the NDF Outcomes |

Table 1 – LDP Conformity with Future Wales: National Plan 2040 Outcomes

| Future Wales: National Plan 2040 Outcomes A Wales where people live... | | LDP Strategic Objectives and Policies | | | | | | | | | | | | | | | | | |
|--|---|---|-----|-----|-----|-----|--|-----|-----|-----|------|---|------|------|------|------|------|--|------|
| | | SOBJ-1 To Create High Quality Sustainable Places (Placemaking) | | | | | SOBJ-2 To Create Active, Healthy, cohesive and Social Communities | | | | | SOBJ-3 To Create Productive and Enterprising Places | | | | | | SOBJ-4 To Protect and Enhance Distinctive Natural Places | |
| | | SP1 | SP2 | SP3 | SP4 | SP5 | SP6 | SP7 | SP8 | SP9 | SP10 | SP11 | SP12 | SP13 | SP14 | SP15 | SP16 | SP17 | SP18 |
| | | | | | | | | | | | | | | | | | | | |
| 1 | and work in connected, inclusive and healthy places | | | | | | | | | | | | | | | | | | |
| 2 | in vibrant rural places with access to homes, jobs, and services | | | | | | | | | | | | | | | | | | |
| 3 | in distinctive regions that tackle health and socio-economic inequality through sustainable growth | | | | | | | | | | | | | | | | | | |

| Future Wales: National Plan 2040 Outcomes A Wales where people live... | | LDP Strategic Objectives and Policies | | | | | | | | | | | | | | | | | |
|--|---|---|-----|-----|-----|-----|--|-----|-----|-----|------|---|------|------|------|------|------|--|------|
| | | SOBJ-1 To Create High Quality Sustainable Places (Placemaking) | | | | | SOBJ-2 To Create Active, Healthy, cohesive and Social Communities | | | | | SOBJ-3 To Create Productive and Enterprising Places | | | | | | SOBJ-4 To Protect and Enhance Distinctive Natural Places | |
| | | SP1 | SP2 | SP3 | SP4 | SP5 | SP6 | SP7 | SP8 | SP9 | SP10 | SP11 | SP12 | SP13 | SP14 | SP15 | SP16 | SP17 | SP18 |
| 4 | in places with a thriving Welsh Language | | | | | | | | | | | | | | | | | | |
| 5 | and work in towns and cities which are a focus and springboard for sustainable growth | | | | | | | | | | | | | | | | | | |
| 6 | in places where prosperity, innovation and culture are promoted | | | | | | | | | | | | | | | | | | |

| Future Wales: National Plan 2040 Outcomes A Wales where people live... | | LDP Strategic Objectives and Policies | | | | | | | | | | | | | | | | | |
|--|---|---|-----|-----|-----|-----|--|-----|-----|-----|------|---|------|------|------|------|------|--|------|
| | | SOBJ-1 To Create High Quality Sustainable Places (Placemaking) | | | | | SOBJ-2 To Create Active, Healthy, cohesive and Social Communities | | | | | SOBJ-3 To Create Productive and Enterprising Places | | | | | | SOBJ-4 To Protect and Enhance Distinctive Natural Places | |
| | | SP1 | SP2 | SP3 | SP4 | SP5 | SP6 | SP7 | SP8 | SP9 | SP10 | SP11 | SP12 | SP13 | SP14 | SP15 | SP16 | SP17 | SP18 |
| 7 | in places where travel is sustainable | | | | | | | | | | | | | | | | | | |
| 8 | in places with world-class digital infrastructure | | | | | | | | | | | | | | | | | | |
| 9 | in places that sustainably manage their natural resources and reduce pollution | | | | | | | | | | | | | | | | | | |

| Future Wales: National Plan 2040 Outcomes A Wales where people live... | | LDP Strategic Objectives and Policies | | | | | | | | | | | | | | | | | |
|--|--|---|-----|-----|-----|-----|--|-----|-----|-----|------|---|------|------|------|------|------|--|------|
| | | SOBJ-1 To Create High Quality Sustainable Places (Placemaking) | | | | | SOBJ-2 To Create Active, Healthy, cohesive and Social Communities | | | | | SOBJ-3 To Create Productive and Enterprising Places | | | | | | SOBJ-4 To Protect and Enhance Distinctive Natural Places | |
| | | SP1 | SP2 | SP3 | SP4 | SP5 | SP6 | SP7 | SP8 | SP9 | SP10 | SP11 | SP12 | SP13 | SP14 | SP15 | SP16 | SP17 | SP18 |
| 10 | in places with biodiverse, resilient, and connected ecosystems | | | | | | | | | | | | | | | | | | |
| 11 | in places which are decarbonised and climate-resilient | | | | | | | | | | | | | | | | | | |

Schedule 1, Appendix 2: Supplementary Planning Guidance Timescales

MAC 005

The LDP will be supported by Supplementary Planning Guidance (SPG). Two SPGs have been published during LDP preparation (Education Facilities and Residential Development and Outdoor Recreation Facilities and New Housing Development) and will be updated as necessary post adoption of the LDP. These will be supplemented by additional SPGs, which will be prepared within the first two years of LDP adoption, to cover the following thematic policy areas as follows:

| LDP Policy | Supplementary Planning Guidance | Aim | Timescale |
|--------------|---|--|-----------------------------|
| COM2 | Affordable Housing | To expand upon the Council's planning policy on affordable housing and outline how the Council will expect affordable housing to be delivered as part of new residential developments within the County Borough. It will also further clarify the approach to providing affordable housing on exception sites in limited circumstances. | Within 6 months of adoption |
| SP10 | Education Facilities and Residential Development | To update the guidance based on educational facilities planning policy contained within the newly adopted Local Development Plan. It outlines how the Council will, where appropriate, seek planning obligations to provide or enhance education and school facilities as part of new residential developments throughout the County Borough of Bridgend. | Within 6 months of adoption |
| COM10 | Outdoor Recreation Facilities and New Housing Development | To update the guidance based on outdoor recreation facilities planning policy contained within the newly adopted Local Development Plan. It outlines how the Council will, where appropriate, seek planning obligations to provide or enhance outdoor recreation facilities as part of new residential developments throughout the County Borough of Bridgend. | Within 6 months of adoption |
| SP10 | Planning Obligations | To set out the Council's approach to planning obligations when considering applications, providing further guidance on how the policies set out in the Replacement LDP are to | Within 6 months of adoption |

| | | | |
|-------------|----------------------------------|--|----------------------------|
| | | be implemented. This SPG will help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact. | |
| DNP6 | Biodiversity and New Development | To clarify how development should minimise impacts on biodiversity and provide biodiversity enhancement (net benefit), where possible, whilst protecting or enhancing green infrastructure provision in recognition of its wide-ranging benefits. | Within 1 year of adoption |
| SP3 | Design Guide | To provide a clear statement of what the local planning authority expects within the County Borough, both in terms of how design information should be presented, but also how design issues should be addressed to enhance clarity at the planning application stage. | Within 1 year of adoption |
| SP10 | Design of New Schools | To provide additional guidance in relation to the development of new school sites, considering connectivity, adjoining land uses and active travel opportunities, thereby enabling delivery of the School Modernisation Programme (Band C). | Within 1 year of adoption |
| DNP1 | Development in the Countryside | To clarify the types and scale of development that will be considered acceptable in countryside locations. | Within 1 year of adoption |
| SP11 | Employment Land | To expand upon the Council's planning policy, which deals with the protection of identified employment sites for their employment function and circumstances where alternative uses may be acceptable. | Within 1 year of adoption |
| SP4 | Flood Risk | To provide additional guidance into how certain sites can be developed in compliance with the requirements of the future revised TAN15. | Within 1 year of adoption |
| DNP8 | Green Infrastructure | To support the delivery of, safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks. | Within 2 years of adoption |
| SP8 | Health and Wellbeing | To ensure planning decisions contribute to the national and local Well-being Goals set out in the Well-being of Future Generations (Wales) Act 2015. This SPG will offer guidance | Within 2 years of adoption |

| | | | |
|------------------|--|---|----------------------------|
| | | for addressing the effect of the built and natural environment on health and well-being as part of a strategic approach to tackling local health inequalities and promoting healthy lifestyle options. It will also provide guidance on appropriate locations for primary health care facilities. | |
| COM1 | Masterplans for Long Term Regeneration Sites | To provide detailed strategies to enable the delivery of Long-Term Regeneration Sites within the Plan (Coegnant Reclamation Site (COM1 (R1)) and Maesteg Washery (COM1 (R2))). | Within 2 years of adoption |
| PLA11 | Parking Standards | To expand upon the Council's requirements in relation to parking provision for all forms of development balanced against the availability of active travel opportunities and community facilities. It will also assist in the preparation and submission of planning applications and achieve a common approach to the provision of parking facilities associated with new development and change of use. | Within 2 years of adoption |
| SP4, SP10 | Renewable Energy and Decarbonisation | To provide advice and further guidance to help ensure that new development is designed to be resilient to future climate change effects, by encouraging use of renewable and low/zero carbon energy generation technology. | Within 2 years of adoption |
| ENT5 | Southern Bridgend Gateway | To enable further consolidation and enhancement of Bridgend's role as a major focus for employment and new inward investment by promoting strategic employment sites at Brocastle Estate, the former Ford Site and Parc Afon Ewenni. The SPG will clarify the role and land uses that can be enabled at these sites to allow for sustainable, placemaking-led developmental synergy. | Within 2 years of adoption |
| SP4? | Sustainable Construction and Design | To provide advice and further guidance to help ensure that new development is designed to be resilient to future climate change effects, having regard to broader principles of sustainable design in order to significantly reduce energy usage and carbon emissions. | Within 2 years of adoption |

| | | | |
|-------------|-----------------------|--|----------------------------|
| DNP7 | Trees and Development | To clarify the Council's expectations regarding tree planting and new development, to offer advice on maintaining existing trees and planting new trees, on and adjacent to development sites. | Within 2 years of adoption |
|-------------|-----------------------|--|----------------------------|

Schedule 1, Appendix 3 Implementation and Delivery Appendix MAC 008

Updated information in relation to the Strategic, Non-Strategic and Employment Allocations contained within Appendix 5 (Implementation & Delivery) of the RLDP Written Statement is highlighted in green below.

Strategic Site Allocations

SP2(1) / PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|---|------------------------------|--|--|---|
| SP2(1) / PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area | 41.72 41.32 ha | Strategic Mixed-use Regeneration Site | 1,1115 1,100 residential units 335 330 Affordable units | 2018-2022: 0 2023-2027: 420 180 2028-2033: 600 After plan period: 320 |
| Site Description | | | | |
| <p>Porthcawl Waterfront is an underutilised, 41.72 32-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. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links 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.</p> | | | | |
| Key Site Issues and Constraints | | | | |
| <u>Highways and Transport</u> | | | | |
| <u>Active Travel Improvements</u> | | | | |
| <p>The provision of active travel within the scheme is a key infrastructure requirement that future proposals will be expected to deliver upon, both in terms of providing sufficient land area and funding the costs of new active travel routes. The active travel requirements within the regeneration area are expected to facilitate the use of sustainable modes of transport across the site, both in an east to west and north to south axis. In addition to facilitating the use of sustainable modes of transport within the site, any forthcoming proposal will be expected to improve active connectivity to the existing Town Centre and the wider</p> | | | | |

settlement of Porthcawl. Connections must be made to the existing active travel route **PORC3 4084** and new routes should be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps ATNM: INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17 and INM-POR-18~~ **INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.**

New Access Road and Roundabout

In order to provide sufficient capacity to support vehicular access into Sandy Bay the eastern area of the regeneration site will require a new roundabout at Griffin Park alongside a new access road. The indicative costs and alignment of this highway infrastructure have been informed by an initial design prepared by BCBC highway engineers, which has been used to inform that indicative layout of the regeneration area and inform scheme viability. It is expected that further detailed work will be completed in relation to the final alignment, specification and costing of this highway infrastructure as and when more detailed proposals come forward.

Bus Terminus

The Council has undertaken feasibility work to explore proposals to deliver a **Metro-Link consisting of a** bus terminus within the Porthcawl Regeneration Area. The bus terminus project is being brought forward in connection with the CCR Metro Plus project and is seen as a key element of the wider regeneration plans. The Authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of Public Transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan.

Transport Statement

A detailed assessment has been completed by Jacobs in support of the regeneration area proposals (report attached as Appendix D). This assessment was based on an upper limit of 1500 residential units across the regeneration area and includes comparative analysis between the 2007 Transport Assessment and associated survey data set out within the following documents:

- Porthcawl Regeneration Transport and Access Strategy 2007; and
- Porthcawl Waterfront Visitor Parking Strategy 2007.

The comparative assessment included assumptions such as a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1240 residential units identified through this Land Use Framework. Despite this robust analysis, which overestimates the number of trips generated by the proposals, the TA concludes that there does not appear to be an increase in trips which would materially impact on the highway.

With specific regard to parking, the TA recognises that car ownership per household in Porthcawl is generally below the level of residential parking provision required by the current adopted SPG17. On this basis, and given the inherently sustainable location of the brownfield regeneration area, it is anticipated that future proposals would seek to minimise car parking in response to the need generated from the development. This approach allows a degree of positive flexibility to be applied at design development stage and would remain

in accord with the current emphasis at a national policy level to shift towards applying maximum car parking standards as opposed to minimum standards.

Flood Risk

The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other investment in active travel infrastructure, public realm improvements and regeneration-led development.

The existing flood defences combined with completion of the new flood defence works has rendered the site a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15.

~~The primary risk of flooding to Porthcawl is tidal, although only limited areas of Porthcawl lie within DAM Zone C2 and C1, with the majority of the key settlement located within DAM Zone A. Areas in Zone C2 include, West Drive and the Esplanade, Salt Lake car park and Mackworth Road. Formal flood defences at Beach Road, Newton result in the only area of Zone C1. Only less vulnerable development is suitable in areas of Zone C2, subject to the application of the Justification Test, including acceptability Criteria.~~

~~BCBC have completed detailed tidal modelling of Sandy Bay to understand the future potential for tidal flooding. The results of this modelling show that left unchecked climate~~

change will significantly increase flood risk at Salt Lake car park and cause a broad swath of Porthcawl to flood from the northeast corner of Sandy Bay to The Wilderness. The predicted flood extent and depths through Porthcawl can be seen in Appendix A of the SFCA. As a result of the future tidal flood risk in Porthcawl BCBC have developed plans for the Porthcawl Flood Defence scheme. The scheme has been developed to be delivered in two phases. Phase 1 (Eastern Promenade) will protect the Salt Lake area and existing development to the north. This phase of the scheme will consist of the following measures:

- Repair and maintenance to the Western Breakwater to safeguard the structural integrity of the structure.
- Strengthen and raise the existing parapet wall to reduce the risk of wave overtopping along Eastern Promenade.
- Minor management measures to preserve the Sandy Bay relict dunes.
- Installation of rock armour to protect the neck of Rhych Point.

Phase 2 (Coney Beach) will consist of flood and coastal erosion measures along the Coney Brach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. The areas expected to benefit from the two phases of the Porthcawl Flood Defence scheme are shown in the the SCFA. The expectation is that both phases will protect these areas for the next 100 years to a minimum of a 0.5% AEP standard of protection.

BCBC has secured funding and all necessary permissions for Phase 1 of the Porthcawl Flood Defences Scheme and work is due to start imminently. Upon completion of Phase 1 flood CLV-JBAU-00-00-RP-Z-0001-S3-P02-Bridgend_SFCA 74 defence works, the DAM classification which covers a small portion of the site, should change from C2 to C1. A risk of flooding may remain in the 0.1% AEP but this will be significantly reduced by the flood defences and should be manageable through good design. Consequently, within the area benefiting from Phase 1 of the Porthcawl Flood Defences Scheme all forms of development should be appropriate.

Phase 2 of the Porthcawl Flood Defences Scheme has received approval for funding by Welsh Government. Most of the area in located in DAM Zone A and future flood risk is predicted to be limited in extent and modest in depths, all forms of development are appropriate subject to a detailed and satisfactory Flood Consequence Assessment. As tidal flood risk and the impacts of climate change can be complex, it is advised that a Flood Consequence Assessment should accompany any plans to develop within the Phase 1 and 2 areas irrespective of its location in Zone A of the DAM.

Summary of the SFCA

The Porthcawl Regeneration site is an extensive brownfield site extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, taking in the former Council owned Sandy Bay caravan site and Salt Lake car park. The current strategic development site boundary includes significant areas of the coastal foreshore and are therefore located in DAM Zone C2. However, these areas are not proposed for built development and therefore the percentage coverage of C2 is somewhat misleading, with most development areas located in Zone A of the DAM. The costal setting of this site makes it particularly important to consider the impacts of climate change on tidal

~~flood risk. Some areas of the strategic site currently located in DAM Zone A are predicted to be at future flood risk without improvements being made to the coastal flood defences. However, with implementation of the Porthcawl Flood Defences Scheme it is likely that the Porthcawl Regeneration site can be developed in full compliance with the requirements of TAN15. Nevertheless, all development in the area should be accompanied by a Flood Consequence Assessment.~~

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development. Appropriate documents in the form of a Landowner's agreement are being circulated and finalised between all parties.

Protected Environmental / Ecological Species and Designations

In order to inform this land use framework and the overall deliverability of the site a Phase 1 habitat survey has been completed by David Clements. This survey included both a desktop review and detailed site walkover in order to provide a robust basis for determining what ecology constraints may exist within the site. Whilst the full survey report is included as Appendix J the following headline conclusions and recommendations were provided:

- It is not considered that the proposed development would have any adverse impact on any designated biodiversity sites in the surrounding area.
- Aside from the Rhych Point SINC and abandoned pleasure gardens the majority of the site provides habitat of low ecological value with limited areas of neutral maritime grassland considered to be of high local value within the site
- Further bat surveys are recommended prior to any development / demolition of buildings with bat roosting potential within the site in order for appropriate mitigation measures to be put in place.
- Provided adequate mitigation measures are implemented (to be informed by future surveys) the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.

In light of the above, and the more detailed findings within the Phase 1 habitat survey, it is evident that the illustrative layout of the proposed regeneration area remains inherently deliverable from an ecological perspective. In order to ensure detailed proposals incorporate appropriate mitigation it is expected that suitably qualified Ecologist would be consulted an early stage of the design development process.

Ecological constraints will be mitigated by retaining and providing suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance.

Utilities

The Porthcawl Waterfront Regeneration Area is widely recognised as a significant opportunity to deliver upon a range of strategic housing delivery and regeneration objectives that will positively contribute to the town of Porthcawl. As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order

to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town.

The regeneration area will require the provision of a new foul and surface water drainage system to connect into the existing system, in addition to any wider network capacity work that may be required as development comes forward.

Insofar as surface water drainage is concerned the regeneration area will require an infiltration based SUDs system across the Sandy Bay area of the site with the Coney Beach and Salt Lake areas to be principally drained to the sea via a new outfall pipe to replace an existing outfall pipe and at source SUDs attenuation to ensure compliance with relevant requirements.

With respect to foul drainage there are a range of existing pipes that will enable connection to be made to the established network. As such, the foul drainage infrastructure requirement for the regeneration area will principally consist of the provision of new foul drainage runs within the site itself with this supported by any capacity upgrades that may be required by Welsh Water, as informed by hydraulic modelling, at the time development comes forward.

A desktop feasibility study has been prepared by SMS in order to inform and support the Land Use Framework. This study considers both on-site and off-site elements for each utility as follows:

- Details of the location of all statutory network apparatus in close proximity to and within the development boundary.
- Assessment of existing services for disconnections and diversions.
- Estimated costs for diversions and disconnections required.
- Estimated costs for suitable electricity, gas, potable water and telecommunications to the development.

In summary the feasibility study confirms that it is inherently feasible to connect electricity, gas, water and telecommunications to the site. The likely cost of such connections is also included within the study, with these indicating that the only potential abnormal costs would be in relation to electricity connections. In this respect, and whilst it is acknowledged that the inclusion of onsite renewables may reduce the amount of electricity required from the grid, initial indications are that the development would require 4,135 kVA. In order to deliver this electricity a point of connection from Nottage Primary Sub-station together with 2 high voltage cables from the substation to the development would be required. The cost of this connection has been estimated as circa £1.1 million with this representing a key abnormal cost that needs to be considered as part of the viability and associated design development process.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

The site's Land-use Framework will seek to preserve and complement Porthcawl Conservation Area and associated Grade II Listed Buildings, including the listed buildings in the harbour, immediately adjacent to the south of the site. The development will therefore positively integrate with the setting of this historic core of the town.

Contamination

The wider regeneration area has been subject to a significant amount of previous site investigation work that has informed previous decision making, including the existing allocation and adopted SPG, in addition to the emerging proposals. This previous work includes, but is not limited to, the following:

- Phase 1 Environmental Assessment prepared by Jubb in 2007 (attached as Appendix H)
- Geo Environmental & Geotechnical Assessment prepared by Earth Science Partnership in 2019 attached as Appendix I)

In essence the site is not subject to any known contamination that would represent a barrier to the site coming forward for the intended use.

In addition to the site investigation work outlined above, Quantum were commissioned to undertake further site investigation work with a particular focus on investigating the ground conditions within Sandy Bay and their suitability for an infiltration based drainage solution (report attached as Appendix G). Whilst the detailed findings are contained within the reports referenced above, it is pertinent to note that they have not identified any contaminants that would preclude the adoption of an infiltration based drainage strategy across the Sandy Bay part of the site. This approach, as it relates specifically to drainage matters, is further detailed within the site wide Drainage Strategy prepared by Capita.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will ~~generate 33 nursery places, 209 primary places (plus 3 special educational needs places) and 0 secondary places (sufficient capacity)~~ meet the needs for the additional school places it generates through on-site provision and financial contributions.

A 2ha 1 Form Entry Welsh Medium Primary School will be provided on-site and ~~& and~~ 4 classroom block extension will be funded at the existing English Medium Primary School. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. The

school must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The development must provide 30% affordable housing provision in accordance with policy PLA1.

Open Space

~~3.51 Hectares of Public Open Space, Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance and the Porthcawl Waterfront Land-Use Framework document.~~

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Porthcawl Waterfront Regeneration Area Land Use Framework (2021)~~
- ~~Coney Beach Coastal Defence Feasibility Study Report prepared by Arup~~
- ~~Transport Assessment prepared by Jacobs~~
- ~~Landscape / Seascape and Visual Impact Assessment prepared Soltys Brewster Consulting~~
- ~~Topographical Survey Plan prepared by Landmark~~
- ~~Ground Contamination Investigation Report prepared by Quantum~~
- ~~Phase 1 Environmental Assessment prepared by Jubb~~
- ~~Geo-Environmental & Geotechnical Assessment prepared by Earth Science Partnership in 2019~~
- ~~Ecology Survey prepared by David Clements Ecology~~
- ~~Porthcawl Waterfront Regeneration Area LDP Drainage Strategy Report prepared by Capita Redstart~~
- ~~Utilities Report prepared by SMS~~
- ~~Sequential Test prepared by Peter Brett Associates~~
- ~~Bridgend Strategic Flood Consequences Assessment prepared by JBA~~
- ~~Porthcawl Food Store Development Brief prepared by BCBG~~

SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|----------------------------|----------------|--|--------------------------------------|-----------------|
|----------------------------|----------------|--|--------------------------------------|-----------------|

| | | | | | |
|--|----------|---|---|------------|--|
| SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area | 49.95 ha | Strategic Mixed-use Sustainable Urban Extension | 847 residential units 169 Affordable units | 788 158 | Refer to trajectory 2018-2022: 0 2023-2027: 260 188 2028-2033: 587 600 |
|--|----------|---|---|------------|--|

Site Description

The site is located 1.5km (0.9 miles) to the south-west of Bridgend Town Centre, south of the A48, and close to the boundary with Vale of Glamorgan Council. It comprises approximately 49.95 hectares 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 bordered to the north east by the Bridgend Science Park, and to the east by a nursing home.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The site is located in a sustainable location in terms of access to facilities and amenities, which will be further enhanced by the mixed-use nature of the site which will reduce the need to travel further afield. An Active Travel Assessment has been undertaken by Corun Associates Ltd, which concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy and help deliver local active travel in line with the Active Travel Wales 2013 Act.

On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's [Active Travel Network Maps ATNM: INM-POR-15, INM-BR-46, INM-BR-48, INM-BR-75, INM-BR-45 and INM-BR-49](#) [INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.](#)

New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be will be obtained from the A48 to the east of Merthyr Mawr Road. A separated footpath is proposed from the A48. Refer to the Strategic Transport Assessment and Transport Measures Priority Schedule for other off-site highway improvements.

Transport Assessment

A detailed assessment has been completed by Corun Associates Ltd in support of the site. The expected trip generation and distribution from the previously consented and revised Island Farm proposals have been assessed through a series of Transport Strategic

Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.

All trip generation work for the revised Island Farm proposals has been undertaken on a worst-case sensitivity test, allowing a more direct comparison with the original consent. The assessment identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265/Ewenny Road Junction in both peak hours, development will result in lower traffic flows through all junctions across the assessment network over the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. Therefore, the Transport Note argues that the revised proposals will have a beneficial impact over the distribution network compared to the consented scheme.

It should also be noted that the increase in flows at the B4265 / Ewenny Road junction is due to the proposed access junction for the revised Tennis Centre proposals, as this junction was not proposed as a site access point within the consented scheme. The Tennis Centre proposals may be delivered in advance of the wider Island Farm site, and there is currently a live application with its own Transport Assessment covering the traffic impact at this junction.

Previous assessment work on the consented scheme identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during forecast years. Such mitigation measures that were outlined for these junctions, as referenced within the consented scheme would enable the junctions to provide nil detriment or better in terms of the revised scheme. Updated survey work will be undertaken as part of a future Transport Assessment that would support a planning application for the development of the wider site.

Flood Risk

The site is entirely within Flood Zone A and therefore considered at low or no risk of flooding. The Strategic Flood Consequences Assessment states that PLA2: Land South of Bridgend (Island Farm), is identified as 'Green' within the RAG assessment for the SFCA. Island Farm has small areas of the site identified as at risk of surface water flooding. These areas correspond with topographic lows across the site and area therefore expected to be manageable through the use of SuDS and considerate site design. The majority of Island Farm has a groundwater depth of between 0.025m and 0.5m below ground level. Localised areas of this strategic site are shown to have groundwater within 0.025m of the ground surface. Groundwater levels may dictate the location and depth of SuDS assets proposed for any development on this site and should therefore be considered further.

NRW advise that the site is located near a Source Protection Zone 1. Therefore future development proposals will need to ensure the protection of groundwater.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development. Appropriate documents in the form of a Landowner's agreement are being circulated and finalised between all parties.

Protected Environmental / Ecological Species and Designations

The northern woodland section forms part of a Site of Importance for Nature Conservation (SINC), designated for a mosaic of habitats and the presence of hazel dormice. An Ecology Report prepared by Ethos Environmental Planning considered the following species.

Dormouse

The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

Riparian mammals

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to

provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

Badgers

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

Reptiles

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

SINC Review – Wildlife Trust

This document states that this SINC does not appear to have changed significantly since 2011's survey and therefore still qualifies as a SINC. The small section of woodland in the field to the south-east is worth removing from the citation as it is isolated and does not appear to add to the site's value. The woodland varies in quality but appears to offer habitat for dormice and bats and there are numerous woodland indicator species. The grassland is not particularly species-rich but adds to the site as a whole. The site suffers from antisocial behaviour including fly-tipping, frequent drug use and signs of semi-permanent habitation that is detrimental to the biodiversity of the site.

Recommendation is that dormouse tubes are replaced and monitored and that antisocial activities are reduced where feasible. Although the grassland areas are not very diverse they add to the diversity of the site and some scrub control to stop their loss is recommended though not a priority.

The Masterplan have included a number of measures to address previously identified ecological constraints including the retention of the majority of the SINC and protection of

the artificial bat roost and hedgerows. Furthermore, the masterplan for Island Farm has indicated the retention of SINC land within the site boundary, with the exception of the access road from the A48. Areas of ecological value are proposed for retention including existing sink holes; which offer value for a range of invertebrates, and an ecological enhancement area located in the south-western field; previously enhanced for ecology in relation to the 2008 sports village application. The masterplan also indicates retention of continuous green areas to ensure a continued network of green and blue infrastructure.

Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Utilities

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.

For electricity, the development will need to fund connections, diversions and a new WPD HV (11kV) ring main to serve the site with new sub-stations as follows:

- Dwellings – seven 1MVA HV / LV sub-stations.
- Primary School – one 250kV HV / LV sub-station
- Special Educational Needs (SEN) Facility – 500kV HV / LV sub-station

Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision.

DCWW have advised that the waste water treatment plant has sufficient capacity to accommodate the envisaged foul flows from the proposed development, although additional hydraulic modelling will be required to advise on foul and water supply network capacity and potential connections points. Given the maximum potential size of the development, local infrastructure improvements to the DCWW network are likely to be required.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology & Heritage

The BCBC land is sited within the northern sector of the site immediately to the south of the A48 and formed part of the former Crossways Country Club and Second World War prisoner of war camp. A single storey building, the only surviving building from the camp (Hut 9) has been listed (Grade II) and is located in the northeast part of the site. The remainder of the BCBC owned land predominantly comprises scrub, rough grassland and treed habitat land.

The Masterplan and Strategic Site Policy seek to ensure that Hut 9 is fully integrated with future development proposals.

Ground Conditions

Reflecting the site's extensive planning history, a large amount is known about ground conditions of the Site having been informed by various phases of site investigations and survey/ monitoring works. Included at Appendix 7 is a Summary of Site Investigations prepared by wL2.

These documents consider matters relating to ground conditions, permeability / filtration, and contamination which have, where appropriate and if required, been used to inform the masterplanning process and site layout. It concludes that, whilst as is not uncommon at this stage of the development process, further detailed site investigations will be necessary to inform the detailed design (notably the presence and risk of potential additional sink holes), there are no, known, significant constraints to the development of the site resulting from its ground conditions.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

~~The development will generate 35 nursery places, 232 primary places (plus 3 special educational needs places).~~

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 1.3 hectares of land to accommodate 1 two form entry primary schools with co-located nursery facilities plus 0.5ha for any future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.

The development must also provide 4ha of land to facilitate the relocation of Heronsbridge Special Needs School.

Affordable Housing

The development must provide 20% affordable housing provision in accordance with policy PLA2.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Masterplan Report Roberts Limbrick~~
- ~~Renewable Energy Strategy Troup Bywaters~~
- ~~Utility Report Troup Bywaters + Anders~~
- ~~Ecology Appraisal Ethos Ecology~~
- ~~Transport Strategic Appraisal Corun Associates April 2020 April 2020~~
- ~~Active Travel Assessment Corun Associates April 2020 April 2020~~
- ~~Island Farm Drainage Strategy wL2 April 2020 April~~
- ~~High Level Viability Assessment Savills April 2020~~
- ~~Landscape Matters Note Savills September 2020~~ • ~~ALC Supplementary Note Savills September 2020 September~~
- ~~Transport Strategic Appraisal Corun Associates June 2020 September 2020~~
- ~~Health Impact Assessment Savills September 2020 September 2020~~
- ~~Viability Assessment~~

SP2(3) / PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|--|----------------|---|---|---|
| SP2(3) / PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area | 36.86 Ha | Strategic Mixed-use Sustainable Urban Extension | 850 residential units 170 Affordable units | 2018-2022:0 2023-2027: 360 330 2028-2033: 450 500 |

Site Description

The site is located immediately adjoining the western boundary of Bridgend, and the built development at Bryntirion. The smaller settlement of Laleston is further to the west. Bridgend Town Centre is approximately 2.2km away. The site is bordered by the A473 to the south; an un-named country lane to the west; Llangewydd Road to the north; and the settlement edge of Bryntirion to the east. There are existing properties on the edge of Bryntirion, which form part of the south eastern boundary of the site and three dwellings at the south western boundary which are accessed via the country lane.

The majority of the site comprises open farmland pasture with an area of woodland with enclosed marshland fields to the north east. The open farmland comprises irregular shaped, small to medium fields of improved grassland with vegetated field boundaries. The wooded part of the site to the north east is covered by the Laleston Meadows SINC, a local ecological designation. The site and its internal field boundaries in the open farmland include livestock fencing, maintained hedgerows and hedgebanks, a tree belt and a stone wall.

There are a number of existing private agricultural gate entrances allowing access to the wider site from each boundary, as well as 2 no. pedestrian access points from the north east to the south western boundary. The first is a narrow and enclosed byway. The second is a Public Right of Way which forms part of the Bridgend Circular Walk, a Long Distance Walking Route, which crosses the site from approximately midway along the western edge of the site running northeast through the SINC before joining Llangewydd Road.

The site is allocated for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes during the Plan period (including 20% / 170 affordable housing units), incorporating a new one and a half form entry Primary School, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.

Key Site Issues and Constraints

Highways and Transport

Land at West Bridgend is a well-located sustainable site taking advantage of the numerous nearby facilities, many of which are located a short distance away from the site within Bryntirion and Broadlands, with greater numbers also located within Bridgend Town Centre. Furthermore, the site is accessible via a number of modes of travel and links well to the existing urban boundary to the east.

Active Travel Improvements

On and off-site measures will be provided to achieve good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages will be provided along the A473 to connect with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b~~ INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.

The existing footway along the northern side of the A473 will be upgraded. To the east of the site access it will be upgraded to a shared footway / cycleway facility that will connect the site to the local Bryntirion shops as well as Active Travel route INM-BR-57. To the west of the site access the footway will be widened to provide a better pedestrian connection to the existing eastbound bus-stop located on the A473.

New Access Roads

In order to provide safe vehicular access into the site, a new 3-arm traffic signalised junction with the A473 will be provided at the southern boundary. This will accommodate the needs of all users, providing a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473.

The main internal spine road will be designed to accommodate two-way bus movements, will allow for cyclist priority over side roads, and will offer an exemplary environment for pedestrian movement. The spine road will have an active frontage, providing an attractive thorough-fare for active modes of travel and by bus. The development will incorporate the existing public rights of way within its internal design, optimising their attractiveness and allowing pedestrians to permeate into the rest of the site, and the local communities such as Laleston and Bryntirion. The remainder of the site will provide the necessary pedestrian and cycle infrastructure to encourage walking and cycling and the appropriate street cross sections and speed limits to support this.

The emergency access in the northern part of the site will also provide a connection for Active Travel users to Llangewydd Road where it is proposed to prohibit motor vehicles between Bryntirion and where it joins the lane running north-south through the site (to the west). This will form a green travel corridor between the site and northern Bryntirion, only open to Active Travel and emergency vehicular traffic. The section of lane between the emergency access and Bryntirion will be upgraded in line with the Welsh Government's guidance on Active Travel Design Guidance. Once in Bryntirion pedestrians would use existing footways and cyclists would proceed along quiet streets to connect with existing Active Travel Routes INM-BR-55 in the east or INM-BR-57 in the south.

Transport Assessment

A Transport Assessment, as well as a Mobility Strategy, have been produced by Vectos. The assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243 two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4 vehicles per minute two-way, diluted across the local highway network.

The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly

improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as an on-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.

Flood Risk

JBA Consulting have prepared a high-level drainage strategy for the site which confirms that the site is located within DAM Zone A, which is used within TAN15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This is reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

Land Ownership

Llanmoor Development Co. Ltd has complete control over the whole of the land-holding making up the site allocation, through individual Landowner Option Agreements together with a formal Joint Landowner Agreement that was legally exchanged and completed in October 2020. This ensures that the individual landowners are working together and the site can be delivered as a whole without any form of landownership constraint.

Protected Environmental / Ecological Species and Designations

An ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.

Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated

features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.

The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.

An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.

The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.

Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.

The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW.

Arboriculture

EDP have also undertaken a full BS 5837:2012 Trees in Relation to Design, Demolition and Construction compliant survey of trees and hedgerows on site. The survey confirms that overall the trees identified throughout the site are a mix of values. The Tree Survey identifies the presence of Ancient Semi-Natural Woodland, Restored Ancient Woodland, and

Plantations on an Ancient Woodland within parts of the site, as well as identifying that there are Tree Preservation Orders (TPO) along the north and north eastern boundaries.

The arboricultural constraints information provided illustrates that there are no overarching constraints to the development of the site, with certain trees which must be prioritised for retention. The baseline provided has influenced the master planning and layout works to provide a suitable development.

Utilities

A Utilities Assessment Report has been prepared by Utilitas. The report confirms the presence and location of existing infrastructure assets that need to be maintained on site, or be subject to diversionary works as and where necessary. This includes 3no. spans of overhead electricity power lines and a medium pressure gas main within the site. The report also provides details of potential diversionary work at the new site entrance off the A473 with regards to 11kV and LV electricity mains cables, a 6 inch water main and Openreach fibre cables.

The report also confirms the position regarding the provision of new utility infrastructure to serve the proposed development. In this regard, Western Power have confirmed that the site can be served with power from their existing primary substation to the east of the site. New 11kV HV cables will be laid from this location on to the site, where the necessary standard distribution Substations will be sympathetically located, in accordance with WPD requirements to serve the development. Wales & West have confirmed that their existing Medium Pressure main on site currently has capacity to serve the development. There may also be some capacity to serve an initial phase of build from the Low Pressure network in the A473. DCWW have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform that such works. They have also confirmed confirmed that there are no insurmountable obstacles to the delivery of the site. Finally, Openreach have confirmed that all premises on the site can be provided with superfast fibre broadband.

In conclusion, the report notes that utility services are available to serve the development including Electricity, Water, Gas and Fibre and budget costs have been incorporated into the Viability Assessment supporting the site.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

An Archaeological and Heritage Assessment has been prepared by EDP. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its

northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINCE and will not be developed.

While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.

Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens.

In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained.

Contamination/remediation

A geoenvironmental and geotechnical desk study of the site has been prepared by Intégral Géotechnique. The study confirms that the site has remained generally as undeveloped fields and the majority of the site is underlain by St Mary's Well Bay Member, a band of Lavernock Shales within the north eastern area and Porthkerry Member beneath the southern area. The study notes that there should be no contaminates from the undeveloped site, and that there are no significant contaminates from adjacent uses.

It is anticipated that the overall environmental risk of the site is considered to be low to medium and that site investigation proposals, including a geophysical survey followed by a trial pitting and borehole investigation to examine the shallow to medium ground conditions is suggested.

Kernon Countryside Consultants have confirmed that in accordance with the Welsh Government Predictive Agricultural Land Classification (ALC) the site comprises of land of Subgrade 3b and Grades 4 and 5 with an area of non-agricultural land.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

~~The development will generate 38 nursery places, 251 primary places (plus 3 Special Education Needs places), 152 secondary places (plus 2 Special Education Needs places) and 24 Post-16 places.~~

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The masterplan makes provision for a 1.5 form entry Primary School with nursery provision on site. An additional buffer of 0.45ha must be provided for future expansion. A contribution to Nursery, Primary and Secondary School provision will be secured through a Section 106 Agreement and in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The site will deliver 20% affordable housing in accordance with Policies PLA3 and COM2.

Open Space

Green Infrastructure and Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development SPG.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Parc Llangewydd Drawing Booklet (Hammonds Architectural Ltd)~~
- ~~Parc Llangewydd Open Space Note (Hammonds Architectural Ltd)~~
- ~~Agricultural Land Classification Note (Kernon Countryside Consultants)~~
- ~~Air Quality Assessment (Air Quality Consultants)~~
- ~~Arboricultural Baseline Note (EDP)~~
- ~~Archaeological and Heritage Assessment (EDP)~~
- ~~Written Statement of Investigation – Archaeological and Heritage (EDP)~~
- ~~Drainage Strategy (JBA Consulting)~~
- ~~Ecology Briefing Note (EDP)~~ • ~~Laleston Meadows SINC: Habitat Assessment Summary Note (EDP)~~
- ~~Laleston Meadows SINC: Ecological Briefing Note (EDP)~~
- ~~Geoenvironmental and Geotechnical Desk Study (Intégral Géotechnique)~~
- ~~Transport Assessment (Vectos)~~
- ~~Interim Residential Travel Plan (Vectos)~~
- ~~Landscape and Visual Appraisal (EDP)~~
- ~~Renewable Energy Statement (Llanmoor Development Co. Ltd)~~
- Utilities Assessment (Utilitas)

SP2(4) / PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|--|-----------------------------|--|---|--|
| SP2(4) / PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area | 50.23 44.27ha | Strategic Mixed-use Sustainable Urban Extension | 770 804 residential units 154 161 Affordable units | 2018-2022: 0 2023-2027: 290 204 2028-2033: 480 600 |

Site Description

The site is located to the north-east of Bridgend, to the north of the M4 motorway (Junction 35), directly adjacent to the boundary with Rhondda Cynon Taff County Borough Council, although within the administrative boundary of Bridgend County Borough.

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 to the west of the A473 is bound by the A473 on its eastern boundary, by Felindre road to the south and by the Ewenny River to its west and the north. Beyond the river is residential development (Pencoed).

The wider area comprises a mix of land uses, predominantly residential and commercial to the west associated with the town of 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.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The site is located within a sustainable location in terms of access to facilities and amenities, of which will reduce the need to travel further afield. Consideration of existing sustainable transport opportunities including access to bus services, trains and active travel infrastructure has been undertaken by WSP. It was concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy in line with the Active Travel Wales 2013 Act and help deliver local active improvements along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps~~ ATNM: ~~INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE-15~~ INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26.

The masterplan also indicates that pedestrian access would be provided at the north-east corner of the site to the A473. A pedestrian access link will also be provided at the south-west corner of the site onto the A473. A third pedestrian access would be provided at the A473 junction with Penybont Road at the location of the existing College Campus. All pedestrian and cycle links through the site would be built to standard and will be suitable to accommodate the needs of the development

New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be served via two new vehicular access points onto the existing highway network. The access points are intended to be priority junctions onto the A473 at the northern extent of the site and the other onto Felindre Road at the southern extent of the site.

Transport Assessment

A detailed transport assessment has been completed by WSP to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on the site being put forward for up to 800 dwellings and a 1.5 form entry primary school situated off the A473 in Bridgend.

The Assessment concluded, that the site would fully comply national, regional and local policy objectives. The proposed access arrangements have demonstrated that the planned junctions are appropriate for the scale of the development. There are no common trends or patterns in collisions on the local highway network over the most recent five-year period, and the proposals will not negatively impact on highway safety. Furthermore, the proposed site access arrangements would operate within capacity and thus the development would not result in a severe impact on the local highway network.

The Assessment demonstrates that the development proposals are in accordance with national, regional and local policy. The proposals will not likely generate a significant number of trips and modelling demonstrates that the trips would not have a significant impact on the operation and safety of the local highway network.

Flood Risk

National Resources Wales have commented that the site is located partially within a C2 Flood Zone (Ewenny fath main river) and located partially within a Source Protection Zone (Schwyll Spring). A drainage strategy & flood advice note was prepared by WSP, highlighted that land relating to the eastern boundary and southeastern boundary of the site is designated as TAN15 Flood Zone C2, land that is without significant flood defence infrastructure. Most of the land to the west of the A473 is also located within Flood Zone C2. Whilst more detailed assessment of flood risk and design work will be required to inform a formal planning application, the risks identified in this document only affect small areas of the site are not considered to present a significant constraint the site's development. The current masterplan has considered these constraints and appropriately positioned development around them.

A Flood Consequence Assessment is not considered necessary as it is not a fundamental constraint to the site and the designation have been 'designed out'.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 (Ewenny Fach main river). The current masterplan has considered constraints and has appropriately positioned development around them.

Land Ownership

Future development of the 2.1ha 3G football pitch which is within the extent of the site falls outside of the ownership of the promoter. The land is identified on the current masterplan for the redevelopment at Pencoed as a potential location for a new primary school. A realistic and deliverable strategy is expected to ensure that the 3G pitch land can/will form part of the wider development site and be delivered as part of the wider masterplan for the site which will see this land subject to the development of a new primary school and new homes.

Protected Environmental / Ecological Species and Designations

Natural Resources Wales have commented that the site is adjacent to the Brynna a Wern Tarw Site of Special Scientific Interest (SSSI), highlighting the need for careful assessment and consideration to avoid any detrimental impact on the designated site. An Ecological Appraisal was undertaken by Soltys Brewster, which confirmed that Brynna a Wern Tarw SSSI is located approximately 550m to the northeast of the site. Brynna a Wern Tarw SSSI is of special interest for its extensive area of mixed, species-rich lowland grassland, including significant areas of marshy and dry neutral grassland, and for the association of these habitats with others including broadleaved woodland and heath. Given the habitats present at the site and the physical separation from the designated sites by existing development and infrastructure, the SSSI is considered of little or no ecological relevance to any future development.

Natural Resources Wales also referenced that bats may be present on the site. Soltys Brewster's Ecology Appraisal survey findings did not identify any protected or notable flora & fauna associated with the site itself. Although records of several protected and notable species were identified in the surrounding area including Dormouse *Muscardinus avellanarius*, great Crested Newt *Triturus cristatus*, reptiles, birds and bats. The key issues at the site from an ecological perspective, as well as recommendations for further survey / mitigation work are as follows:

- Given that the presence of Dormice and/or GCN is likely to affect the area available for development, further surveys to confirm the presence or likely absence of these species are recommended in order to determine the requirement for licencing from NRW.
- Additional surveys for reptiles and bats are also recommended prior to any detailed planning application submission.

- The site also presents opportunities for ecological enhancements which could be incorporated into the design at an early stage. Habitat connectivity is currently poor from east to west across the site and along the western and southern boundaries.

The site promoter's illustrative masterplan has included a number of measures to enhance and address identified ecological constraints including the retention of existing woodland areas where possible, whilst creating an east to west nature corridor in addition to enhancing the existing north to south tree belt to the east of the site. A diverse range of habitats will also be provided including attenuation ponds/reed beds, rain gardens/hedgerows and woodland.

Utilities

Investment in utility will ensure that the site can accommodate the level of development proposed. OPUS Ltd has appraised the possible constraints of utilities crossing the site and the potential capability of connection to a range of services.

In terms of water supply, there is a 200mm diameter distribution water main which runs along the western boundary of the site. In terms of sewerage, 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. DCWW have advised that the waste water treatment plant (Penybont) has sufficient capacity to accommodate the envisaged foul flows from the proposed development, although additional hydraulic modelling will be required to advise on foul and water supply network capacity and potential connections points due to the size of the site.

For electrical services, there are there are High Voltage underground cables which run along the western boundary of the site from the campus entrance to the roundabout between the A474 and Felindre Road. Along the northern boundary there are also High Voltage cables which run along the boundary from the north eastern corner to the campus site and then run along the boundary of the campus site heading south to the existing substation located along on the south of the development site adjacent to Felindre Road. The site promoter's illustrative masterplan takes into account the required 3m easement either side of the apparatus. Connections will be to 11kV ring main sub-stations.

For landline telephone / broadband, there is a BT Openreach junction box and cable in the south western corner of the site. Given the close proximity to the site boundary, diversion of this asset is not envisaged.

For gas supply, the nearest main is located 2m from the site boundary, and is located east of the site. This is a 180mm PE Low Pressure main. The site is also crossed by a high pressure gas main which runs north to south across the site. Wales and West Utilities have provided details of the easements associated with this pipeline which states that no structure should be erected within 6.096m (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. The site promoter's illustrative masterplan has adopted a 10m buffer zone either side of the pipeline. This area will be used to make a significant, positive contribution to the development's green infrastructure network

by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid unnecessary sterilisation of land. Connections not envisaged due to electric heating/cookers.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

The site is located within close proximity to two Listed Buildings within the main campus (Tregroes House and the bridge located on the driveway leading to the House. Glamorgan Gwent Archaeological Trust (GGAT) states that this site is the site of an 18th century house, farm, estate and managed landscape; boundaries as on Tithe Map, remnant planted avenues. Medieval settlement nearby, water management and milling. Pre-determination assessment is recommended as a first step in mitigation; this is unlikely to preclude development.

The site promoter's illustrative masterplan acknowledges these buildings and has subsequently been designed to ensure that no development will be in close proximity and have no adverse impact upon the listed buildings.

Contamination/Remediation

National Resources Wales states that the site could be at risk of contamination (Redroofs EAHL14950). However, the site promoter does not consider the site to be at risk. Further investigation will be carried out at the detailed planning application stage.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions. ~~The development will generate 34 nursery places, 233 primary places (plus 3 special educational needs), 46 secondary (plus 2 special educational needs) and 12 post-16 places.~~

The development must provide 1.8ha of land to accommodate a 1.5 form entry primary school with a co-located nursery facility, and an additional buffer of 0.5ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The development must provide 20% affordable housing provision in accordance with policy PLA4.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Masterplan Report Austin-Smith:Lord April 2020~~
- ~~Energy Strategy Report Savills July 2020~~
- ~~Drainage and Utilities Statement OPUS Ltd November 2018~~
- ~~Drainage Strategy & Flood Advice WSP September 2020~~
- ~~Ecological Appraisal Soltys Brewster November 2018~~
- ~~High Level Viability Assessment Savills April 2020~~
- ~~Landscape Matters Note Savills September 2020~~
- ~~ALC Supplementary Note Savills September 2020~~
- ~~Headline Health Impact Assessment Savills September 2020~~
- ~~Transport Assessment WSP October 2020~~
- ~~3G Pitch Strategy Note Savills February 2021~~
- Viability Assessment

SP2(5) / PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|---|----------------|--|--|--|
| SP2(5) / PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area | 99.86 ha | Strategic Mixed-use Sustainable Urban Extension | 2,000 2,003 residential units 300 Affordable units | 2018-2022: 0 units 2023-2027: 352 220 units 2028-2033: 705 750 units After plan period: 1,033 |
| <u>Site Description</u> | | | | |

The site is located to the east of Pyle, bounded by the (Swansea to London Mainline) railway to the north, common land to the East, the M4 motorway to the South and the A4229 to the west. Village Farm Industrial Estate is also located immediately to the north, beyond the railway line. The site comprises nearly 100 hectares in total and is divided into 2 parcels by the alignment of the A48; Parcel A (to the south of the A48) consists of 60 ha and Parcel B (to the north of the A48), 40ha. The site rises gradually upwards away from the A48 roundabout and is currently used as farmland.

The site is allocated for a comprehensive residential-led mixed use scheme, including a local commercial centre, appropriate supporting infrastructure and the provision of two new primary schools, the latter inclusive of a land buffer to enable future expansion. The proposal would seek to deliver new pedestrian and active travel links from the site to Pyle/Kenfig Hill to improve connectivity. Particular emphasis will be placed on improving the pedestrian links to Pyle Railway Station and facilitating safe pedestrian and cycle passage between the site and Pyle through delivery of a new bridge over the railway line.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The site is located in a sustainable location in terms of access to facilities and amenities, which will be further enhanced by the mixed-use nature of the site which will reduce the need to travel further afield. An Active Travel Assessment has been undertaken by Corun Associates Ltd, which concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy and help deliver local active travel improvements to Pyle, North Cornelly, Porthcawl and Bridgend in line with the Active Travel Wales 2013 Act. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the ~~Council's Active Travel Network Maps ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18 and INM-PY-16, INM-PY-18 and INM-PY-19~~ INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.

Pedestrian and cycle access will be provided by new 3m wide shared footway/cycleway which will be provided at all access points and along the full site boundary. Toucan crossings will also be provided to allow pedestrians and cycles to safely cross the A48 and A4229 and access the wider footway network.

The development will also deliver a new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. Detailed bridged designs have been drafted by RVW Consulting and high level costings have been factored in the site-specific viability appraisal.

Park and Ride Facility

A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to the north of this site and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. The

development will therefore not prejudice these plans, by reserving land to the north of the site for a new park and ride facility.

New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be taken via three separate junctions, one on the A4229 and two on the A48.

The access on the A4229 will provide access to the western parcel of land. The junction will form a 3 arm MOVA controlled signal junction with a 7.3m access road. At the southern arm of the junction, an additional 3m right turn lane is proposed to allow access to the proposed development

An additional access to the western land parcel will be provided via a new MOVA controlled staggered signal crossroad junction on the A48. The southern side of the junction will provide access to the western parcel via a 7.3m, likewise access to the eastern parcel on the northern side of the junction.

The final access on the A48 will provide access to the eastern parcel of land. The junction will form a 3 arm MOVA controlled signal junction with a 7.3m access road. At the southern arm of the junction, an additional 3m right turn lane is proposed to allow access to the proposed development.

Transport Assessment

A detailed transport assessment has been completed by Corun Associates Ltd to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on an upper limit of 2,320 residential units across the site's two parcels (1,250-1,430 dwellings on Parcel A and 780-890 dwellings on Parcel B).

The Assessment concluded, following a preliminary accident investigation, that there are no evident clusters and therefore no obvious highway safety concerns within the vicinity of the proposed development. The Assessment undertook capacity analysis on 7 junctions, as agreed with the Council's Highways Department, concluding that 5 of the 7 will not see any material issue with traffic flows as a result of the development quantum being introduced. However, two are forecast to experience queueing and delay that may warrant mitigation as part of the development of the site.

Firstly, the quantum of development at the site is forecast to have a moderate impact on the operation of the A473/B4622 signals in the majority of the assessed scenarios. As the junction is marginally over capacity, a suitable S106 contribution will be required at the planning application stage either to enable the upgrade of this junction to Microprocessor Optimised Vehicle Actuation (MOVA) control and/or to optimise the existing signal controller configuration.

Secondly, the A48 / Heol Mostyn Priority Junction is forecast to experience capacity issues in the assessment scenarios, which will likely be magnified, to some extent, by site traffic. The Council is investigating the signalisation of the junction which will provide significant

capacity and safety improvements and allow queues and delay to be managed at each approach. However, further assessment of this junction will be required at the planning application stage and may require the installation of the signals as part of a S106 or S278 agreement. The junction will also be expected to provide MOVA control to minimise delay.

Flood Risk

A preliminary flood risk and drainage overview note was prepared by JBA Consulting, which highlighted the northern boundary of the eastern parcel of land is located within DAM Zone C2. Natural Resources Wales also echoed these comments, highlighting that the site is partially in zone C2 Fach (Pyle) main river on northern boundary. Therefore, development will be located away from this area of land and confined solely to areas within DAM Zone A (Areas at little or no risk of flooding). Areas at high risk of flooding are to be confined to uses which are of low vulnerability to flooding, such as Public Open Space or SuDS. Further to this, it was concluded that the site has a low-to-medium risk of flooding due to surface water, albeit there is a negligible risk of flooding to the site from all other sources of flooding. It is proposed that existing surface water flow routes are retained where possible and incorporated into the surface water drainage strategy for the site. Therefore, there be no built form provided in this area, and it will be appropriately used for public open space.

A Flood Consequence Assessment is not considered necessary at this time as it is not a fundamental constraint to the site and the designation has been 'designed out'.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 along the northern boundary of the eastern parcel of land. The current masterplan has considered constraints and has appropriately positioned development around them.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development.

Protected Environmental / Ecological Species and Designations

Natural Resources Wales have commented that the site is adjacent to Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC and Penycastell, Cefn Cribwr SSSI, highlighting the need for careful assessment and consideration to avoid any detrimental impact on the designated sites. An Ecology Report was undertaken by Wildwood Ecology, which confirmed there is an adjacent partial SSSI/SAC (Cefn Cribwr Grasslands –sections 9 and 10), which is designated for its purple moor-grass meadows and marsh fritillary butterfly presence. This designation is separated from the site by a road and railway line to the north of the north-east corner. No devil's bit scabious or purple moor-grass was found on-site during the field visit, with the land either grazed by sheep or cattle, or cut for hay/silage. No negative impacts are anticipated on this designated site, or any others within the local area (including Stormy Down SSSI, found to the immediate south-east of the site). Further work

is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Natural Resources Wales also referenced that hazel dormice and bats may be present on the site. Wildwood Ecology's Appraisal outlined the key issues at the site from an ecological perspective, as well as a number of recommendations for further survey / mitigation work, as follows:

- The on-site buildings at Ty-Draw and Stormy, along with the pill box structure and barn to the south-east part of the site, and several scattered trees across the site offer suitable opportunities for roosting bats.
- Boundary features (trees and hedgerows) are likely to be important for commuting and foraging priority and protected species (e.g., bats and common dormice).
- The on-site pond offers some suitable habitat for amphibians.
- A badger sett (outlier) was found on-site within a hedge bank, along with unidentified mammal paths to the south.
- The hedgerows and trees/scrub offer good conditions for breeding birds to nest within.

Retaining hedgerows (themselves a priority habitat) and major tree-lines will be beneficial in mitigating for some of the potential impacts, though further surveys will be required to inform lighting plans and any specific mitigation/compensation if priority species are found (e.g. ponds for newts; bat roosts). Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Utilities

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. For electricity, the development will need to fund connections, diversions and an EHV 33/11 kV Primary Substation on-site. Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision. A feasibility study has been completed, including costing estimations necessary to enable the development to be delivered.

DCWW have advised that there are no public sewers in the immediate vicinity of the site so the nearest option for a foul connection (avoiding private land and crossing the railway line) would appear to be onto the 300mm combined sewer in Ffordd Yr Eglwys, at the junction with Pill Y Cynffig. An initial 200 dwelling could be accommodated at this point, although further modelling will be required and undertaken. DCWW advised that there were no further significant capacity concerns aside from this. Upsizing of the existing local network will be required, along with surface water removal, to offset the significant increase in foul flows.

However, this will require more detailed hydraulic modelling, which would be conducted to support an outline planning application. This would also inform any reinforcement works necessary to serve the site with clean water.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

A Desk-Based Assessment of the site has been undertaken by Archaeology Wales. The assessment highlighting the following specific features:

- A WWII pillbox to the North-Western portion of the site,
- An existing farmstead complex to the east;
- An area of earthworks in the NE corner related to a 19th century farmstead (but potentially much older); and
- A 19th century tram-line running through the northern part of the site.

The site is adjacent to Stormy Castle, a medieval settlement with monastic grange around it, which could possibly extend into the site. The A48 itself is also thought to follow the line of a Roman road, although the precise route of a Roman road through here hasn't been proven. In terms of likely mitigation measures, the archaeological planning advisors (GGAT) have advised that a geophysical survey of the site should be undertaken. This will be undertaken to support the future planning application.

Contamination/Remediation

Intégral Géotechnique (Wales) Limited have undertaken a geo-environmental and geotechnical desk study of the site. The desk study found that the overall contamination potential of the site was low / medium, with the previous and current land use not likely to produce significant contaminants and the risk of harm to human health being low. As such, from an environmental perspective the report concludes that it is unlikely that the issue will arise as a liability/cost.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

~~The development will generate 94 nursery places, 615 primary places (plus 9 special educational needs places), 237 secondary places (plus 5 special educational needs) and 62 post-16 places.~~

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 4.6 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and an additional buffer of 1.1ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and

post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy PLA5.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library
- ~~Indicative Site Masterplan~~
- ~~Transport Assessment~~
- ~~Ecological Appraisal~~
- ~~Landscape & Visual Impact Assessment;~~
- ~~Tree and Hedgerow Survey~~
- ~~Flood risk and drainage report~~
- ~~Desk Based Archaeology report~~
- ~~Utilities Search~~
- ~~Noise Assessment~~
- ~~Geo-environmental and geotechnical desk study~~
- ~~Agricultural Land Assessment~~
- ~~Active Travel Assessment~~
- ~~Viability Assessment~~
- ~~Energy Strategy~~
- ~~Railway Crossing Bridge Schematic Designs~~

COM1(1): Craig y Parcau, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|---|----------------|--|--|--|
| COM1(1): Craig y Parcau, Bridgend Sustainable Growth Area | 6.6ha | Housing Allocation | 108 residential units 24 Affordable units | 2018-2022: 0 units 2023-2027: 108 units |

| | | | | |
|--|--|--|--|--------------------|
| | | | | 2028-2033: 0 units |
|--|--|--|--|--------------------|

Site Description

Craig Y Parcau consists of a 6.6ha parcel of land bound to the north by the A48, to the east by River Ogmore (and a public footpath running adjacent to it), to the south by New Inn Road, and to the west by mature trees. The proposed development is for approximately 108 homes across two different parcels alongside associated green and blue infrastructure. The proposed development at Craig Y Parcau could be accessed from the A48 roundabout with the B4622.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

There are a number of proposed active travel routes surrounding the site boundary. One proposed active route relating to the north of the site includes shared-use off-road intended for pedestrians and cyclists for travel between Broadlands and Bridgend Industrial Estate (Route: INM-BR-45).

The site promoter has undertaken an Active Travel Assessment (October 2020) which identifies a number of deficiencies within the current site. The site promoter will mitigate these constraints by seeking to connect to proposed active travel routes to encourage active modes of travel amongst existing and future highway network users. This is evident in the submitted masterplan and must be addressed as part of the future planning application. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-BR-48 and INM-BR-128.

New Access Roads

The site is bound to the north by the A48, a single lane trunk road that runs along the southern fringe of the settlement of Bridgend, running westwards to Pyle and towards Port Talbot, and eastwards to Cowbridge and towards Cardiff. Access to the site will be via the existing southern arm off Broadlands Roundabout, which will be upgraded to accommodate the development traffic. Previous capacity analysis of the junction, as part of the existing Island Farm planning permission, indicates that nil detriment or better can be readily achieved within adopted highway land.

Transport Assessment

A detailed assessment has been completed by Corun Associates Ltd in support of Island Farm and Craig y Parcau. Craig y Parcau is likely to come forward in tandem with Island Farm as indicated by the housing trajectory and as such has been collectively assessed. The expected trip generation and distribution from the previously consented and revised Island Farm proposals have been assessed through a series of Transport Strategic Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.

The Technical Note indicates that with the exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm and Craig y Parcau proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development

proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm and Craig y Parcau proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals, however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm and Craig y Parcau sites include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm and Craig y Parcau proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised development, which will ideally include up to date baseline traffic flows as the basis for the assessment.

Flood Risk

Craig Y Parcau is located within Flood Zone A (considered to be at little or no risk of fluvial or coastal/tidal flooding) as detailed in Natural Resources Wales' Development Advice Maps and therefore the proposed form of development is considered appropriate on flooding grounds. Included at Appendices 7 is a Drainage strategy prepared by wL2.

Surface water for the western plateau of the site will make use of a series of attenuation systems (such as underground tanks, reens and ponds) which discharge into the stream bed that runs through the site. For the eastern plateau, the intention is for surface water to discharge either into the stream bed itself or into the River Ogwr to the east. In all cases, the maximum discharge flow will be limited to the 1 in 100-year greenfield run-off for that part of the site. Foul water will connect the Dwr Cymru Welsh Water sewer on the southern side of the A48.

The masterplan has been prepared with SuDS principles in mind, looking to make use of attenuation ponds, reens, and swales which will contribute to biodiversity and make attractive features that are part of the masterplan's green and blue infrastructure network. These principles will be incorporated as part of the future planning application.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

Land Ownership

The Site is being promoted by the HD Ltd. Craig-Y-Parcau is under the sole ownership of HD Ltd. As such, there are no other landowners and no unresolved land ownership issues.

Protected Environmental / Ecological Species and Designations

An Ecology Report has been prepared by Ethos Environmental Planning of the site, of which provides an assessment of both the Island Farm and Craig y Parcau areas' ecological opportunities and constraints and provides recommendations for further surveys.

Craig-Y-Parcau area was comprised of a mosaic of grassland, scattered and dense scrub, woodland and hedgerows, with the River Ogmore located along the eastern site boundary. There were a number of mature trees across the site and at the site boundaries which had aesthetic and ecological value. Structures were also present – these were in very poor condition and were not accessed internally.

The Ecological Report also considered protected species (including Dormouse, Riparian mammals, Great crested newt, Birds, Bats, Badgers and Reptiles).

Dormouse

The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

Riparian mammals

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

Great crested newt

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

Birds

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

Bats

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

Badgers

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

Reptiles

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

Such findings have influenced the indicative masterplan proposal for the site of which includes the retention of vegetative habitat on site and creation of a swale and an attenuation pond in the east of the site. Further future surveys will be undertaken at the detailed planning application stage, with appropriate mitigation measures to be incorporated where necessary.

Utilities

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate there should be no issue with Penybont (Merthyr Mawr) WwTW accommodating the foul-only flows from this development.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows from this development site. The site is traversed by a 350mm foul sewer for which protection measures will be required in the form of an easement width or diversion.

Electricity Provision

For electricity, the development will need to fund connections, diversions and a new WPD HV (11kV) ring main to serve the site with two 1MVA HV / LV sub-stations to serve the intended number of dwellings.

Gas Supply

Connections will also need to be made to the gas network.

Telecommunications

Connections/diversions will need to be made to enable broadband provision.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology & Heritage

There are no listed buildings on Craig-Y-Parcau, though New Inn Lodge (30m from the site) and New Inn Bridge to the south (circa 10m) are both listed whilst New Inn Bridge (10m from the site) is also a Scheduled Ancient Monument. A submitted masterplan acknowledges the

two Grade II listed structures and Scheduled Ancient Monument and has been designed to ensure no development will be in close proximity in addition to no adverse impact upon the building. This will need to be further demonstrated as part of the future planning application.

Contamination/Remediation

WL Squared have been engaged by the site promoter to provide an outline drainage strategy for the proposed development based on the masterplan prepared by Roberts Limbrick Architects. The drainage strategy, prepared in April 2020, includes commentary on potential contamination within the site, the key points of which are shown below:

- No intrusive site investigations have yet been undertaken on the site however a desk top study of local site investigation information available indicates that the site is likely to be underlain with relatively impervious glacial tills/clay soils containing some proportion of sands and gravels between circa 3 and 6.5 metres deep overlying Lower Lias beds overlying Carboniferous Limestone.
- It is likely that the Lower Lias geological unit identified beneath the site is susceptible to natural cavity formation. To the north east of the site, at least thirteen subsidences were recorded in the vicinity of Nolton Street, Bridgend between 1920 and 1950 within Lower Lias deposits which were, predominantly, overlain by Glacial Sand and Gravel.
- It is thought that natural cavities within the limestone were previously at surface level and that these features were in-filled with superficial glacial deposits at the end of the ice age. Groundwater over time flows through the soils and washes out the cavity backfill resulting in the creation of voids which eventually reach the surface.
- In view of these conditions the discharge of significant amounts of rainfall runoff via shallow filtration methods is likely to lead to ground instability.

Further investigation will be carried out at the detailed planning application stage.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning obligations. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 20% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(2): Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|--|----------------|--|--|---|
| COM1(2): Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area | 5.5 ha | Strategic Mixed-use Sustainable Urban Extension | 140 residential units 21 Affordable units | 2018-2022: 0 units 2023-2027: 115 units 2028-2033: 25 units |

Site Description

The site comprises approximately 5.5ha of agricultural land situated to the south-east of the existing built-up area of Pont Rhyd-y-Cyff, Llangynwyd. It consists of three large, irregularly-shaped fields bounded by existing, mature vegetation, while the westernmost field bounds the public highway along Bridgend Road (A4063) and Parc-Tyn-y-Waun. There is a larger, wooded area in the northeast corner of the site, which abuts the Llynfi River to the east. In terms of topography, the site slopes gently downwards towards the east and north. There is an existing Public Right of Way (PRoW) that runs through the site from Bridgend Road to a level rail crossing in the north-east corner of the site. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

There are a number of proposed active travel routes surrounding the site boundary. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

New Access Roads

It is anticipated that the site will be accessed via a simple priority junction on to the A4063 Bridgend Road fronting the site. The access road to the site will be approximately 6m wide, with a 3m pedestrian refuge within the junction bell-mouth, and a 3.5m shared cycleway/footway on one side of the carriageway and a 2m wide footway on the other side.

Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation

to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual transport appraisal of the site has also been undertaken by Lime Transport. It is estimated that the site could generate up to 1,059 person trips (two-way) throughout the day, with up to 59 vehicle trips (two-way) in the AM peak and up to 68 vehicle trips (two-way) in the PM peak. It is estimated that the site could increase traffic along the A4063 Bridgend Road by a maximum of 3.2% and, in accordance with TAN18, it is considered that candidate site is unlikely to have a material impact on the local highway network. The impact of any future development on the site will need to be assessed with a robust Transport Assessment, that will need to be discussed and agreed with the local highway authority. It is also considered that the impact of any future development on the site could be reduced through the implementation of an effective Travel Plan. Based on the likely impact of the site, it is considered that the candidate site will have a minimal impact on the operation of the local highway network.

Flood Risk

A Flood Consequences and Drainage Appraisal has been undertaken by Vectos. All development will be steered into the areas at minimal or no risk of fluvial flooding. Surface water runoff from the site will be managed using SUDS in accordance with the sustainable drainage hierarchy via restriction to greenfield runoff rates prior to discharge in the River Llynfi. Given the above, from a flood consequence and drainage perspective, Maesteg and Llynfi Valley Regeneration Growth Area is capable of delivering development which is compliant with PPW and TAN 15.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding, although the south-eastern section of the site is within Flood Zone 3. All development will be steered into the areas at minimal or no risk of fluvial flooding.

Land Ownership

The landowner is committed to working towards ensuring that the development site can be delivered as a comprehensive development (including COM1(3): Land South of Pont Rhyd-y-cyff & COM1(4): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

Protected Environmental / Ecological Species and Designations

Hawkeswood Ecology carried out a Preliminary Ecological Assessment (PEA) on behalf of the site promoter. The assessment identified agriculturally improved grassland which is heavily grazed, woodland and hedgerows within the site boundary. A small section of the site is designated as a SINC (Llety Brongu), relating to areas of woodland on the southern and eastern sections of the site. It is bounded to the south and east by a river and a tributary stream. The grazed pasture has little biodiversity value, however the woodland and hedgerows contain mature trees that may support features suitable for roosting bats. In addition, they are also suitable habitat for dormice which has been recorded approximately two miles from the site. The riverside woodlands and hedgerows represent UK Biodiversity action Plan Priority Habitats, and although the woodlands are not designated as ancient, they support a tree and ground flora that suggests they are of some age. The hedgerows are relict and consist of rows of trees and mature shrubs.

The masterplan for the site confines development to the agriculturally improved grassland areas of which is considered to be of low biodiversity significance. The grasslands are heavily grazed by sheep and do not offer a significant biodiversity benefit. The high biodiversity wooded areas and mature trees in the relict hedgerows will be retained with the provision of close boarded fencing in addition to an appropriate buffer zone to prevent dumping of garden waste or other domestic rubbish. However, these will be required to be protected during construction. Given the viable network of woodland and hedgerows connecting the site to other localities and the suitability of habitat on site the presence of commuting dormouse cannot be ruled out. There is also potential for the site to support both breeding and foraging bats. Direct impacts on both the wooded habitats and protected species will be limited. However, there is potential for indirect impacts and further survey is required to properly assess the impacts of the development on both habitats and protected species in addition to invasive species. Integral bat and bird boxes are recommended for use in the new construction. The locations of bat and bird mitigation will be such that they are not vulnerable to attack from cats.

The existing PRoW that runs through the site from Bridgend to a level rail crossing in the north-east corner of the site will be diverted but retained and integrated into the design of the development through wet grassland. However, this will need further habitat assessment at a more appropriate time of year when the majority of grassland flowers are visible.

Utilities

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

A 150mm foul sewer is located in the adjacent road to the west of the site.

Electricity Provision

No electricity provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

There are not considered to be heritage constraints present. The site is not located within a Conservation Area and there are no listed buildings on the site or within the site's setting.

In Historic Landscapes terms, the locality is considered an important industrial communications/settlement corridor, including the Bridgend Road and the railway. The old tramway on the site is part of the original Dyffryn Llynfi and Porthcawl Railway Company's 1825 tramroad to the coast. However, there are not considered to be any heritage constraints on the site that would prevent development.

Contamination/Remediation

A Geotechnical & Geo-environmental Desk Study has been carried out on site by TerraFirma which confirms the site's suitability for development. The site is greenfield and has been largely unoccupied throughout history, save for a small portion of the site that was crossed by a tramway. The study does not find any abnormal conditions that would prevent development coming forward. In summary:

- Geology - The site is primarily underlain by sandstone.
- Mining - the site is not considered to be at risk by past underground coal mining and there are no known recorded coal mine entries within the site or within 20m of the site.
- Radon gas – no radon protection will be required for new development.
- Landfill gas and ground gas – low to moderate risk.
- Contamination – low risk, no anticipated source of contamination save for tramway on part of the site.
- Anticipated foundation solution – concrete strip and trench fill should be suitable.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(3): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|---|----------------|--|--|--|
| COM1(3): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area | 2.09 ha | Strategic Mixed-use Sustainable Urban Extension | 102 residential units 15 Affordable units | 2018-2022: 0 units 2023-2027: 65 units 2028-2033: 37 units |

Site Description

The site consists of a number of co-joined fields, which are bounded by a railway line to the East, further agricultural land to the south, Ysgol Gwyfyn Gymraeg Llangynwyd to the West (and A063 which abuts the western boundary of this specific site). It is a partially brownfield site and previously accommodated a petrol filling station, which has since been de-

commissioned. The site is bisected by the A48. It is allocated for a residential led development. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the south of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

New Access Roads

It is intended that the existing access which previously served the site's former use will be reinstated and improved to provide a simple priority junction with Bridgend Road.

The proposed site access will be designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual TA of the site has also been undertaken by Asbri Transport. This TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities

within the immediate vicinity of the site. It should also be noted that these local facilities and amenities will be supplemented by the commercial uses proposed as part of the development. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions. It is therefore considered that there are no material reasons from a highway and transportation perspective why the site should not be included as an allocated site.

Flood Risk

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(2): Land South East of Pont Rhyd-y-cyff & COM1(4): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

Protected Environmental / Ecological Species and Designations

An ecological appraisal of the site has been undertaken by I&G Ecological Consulting. The combination of desk and field surveys undertaken at the proposed development site identified that the majority of the area within the planning site boundary has negligible ecological value (brownfield). However, the scrub and trees have higher ecological interest, supporting a more diverse range of species and are likely to provide nesting opportunities for birds, cover for small mammals and invertebrates and flight lines for bats.

The boundary hedgerows and trees should be retained, with a fringing vegetation of scrub to provide connectivity to adjacent habitats, including the two adjacent SINC sites to the north.

Loss of scrub habitat and trees should be mitigated for by suitable new planting, detailed in the landscape scheme and approved by the LA ecologist. Any new planting should be with trees and shrubs of local provenance and should seek to replicate the species mix present in the existing hedgerow. Landscaping should include berry bearing species such as guelder rose, rowan and purging/alder buckthorn, which will also attract brimstone butterfly.

Protection of remaining scrub and trees is recommended; the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered.

Birds

All nesting birds are protected under Section 1 of the Wildlife and Countryside Act of 1981. Therefore, vegetation clearance should be planned outside the nesting bird season.

Bats

The boundary scrub and tree-lines will act as flight lines for bats and any dark corridors should be maintained as such. An appropriate lighting plan in relation to bats will take such habitat into consideration. Any mature trees which require felling or management in order to accommodate the development will be subject to inspection and assessment for suitability for use by bats, by a licenced bat surveyor following current guidelines (Bat Conservation Trust).

Dormice

The areas of dense bramble scrub provide suitable habitat for dormice, however, there are no records for dormouse in the area. A precautionary approach to site clearance should be taken. Enhancement opportunities may exist within the development layout which will improve the integrity and species diversity of the remaining scrub and woodland belts, and seek to increase connectivity to any adjacent suitable habitat.

Reptiles & Amphibians

A method statement and mitigation plan should be prepared in order to protect reptiles and amphibians during site clearance and construction.

Invasive Non-native species

A single Buddleia plant is located within tipped material fronting the concrete apron at the NW corner. No evidence of Himalayan balsam or Japanese knotweed were observed. Materials brought into the site should be clean and free from INNS.

Utilities

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

A 225mm foul sewer is located on the adjacent road to north.

Electricity Provision

No electrical provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified. Wales & West Utilities that the nearest main with sufficient capacity is located 12m from the site boundary and is located to the east of the site. This is a 180mm PE Low Pressure Main.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No listed buildings or scheduled ancient monuments on the site or that would be impacted by any development on the site.

Contamination/Remediation

The site was previously a petrol filling station and de-commissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework. A series of ground investigations were undertaken to inform the ground conditions on the site. These reports confirm that there is no contamination on the site which would be of concern to human health.

Monitoring wells were also decommissioned at the time of the reports by over drilling and backfilling with gravel and injected bentonite grout and reinstatement of surfacing. The conclusions of the report state that the works had been taken out and that there was reduced likelihood of former groundwater monitoring wells.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(4): Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|--|----------------|--|--|--|
| COM1(4): Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area | 7.33 ha | Strategic Mixed-use Sustainable Urban Extension | 130 residential units 20 Affordable units | 2018-2022: 0 units 2023-2027: 130 units 2028-2033: 0 units |

Site Description

The site consists of a number of co-joined fields, which are bounded by the A4063 to the east, further agricultural land and Ysgol Gwyfyn Gymraeg Llangynwyd, to the south and a farm to the west. The northern boundary is bounded by the Llangynwyd settlement boundary. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. In addition, the existing PRow route within the site will be upgraded and surfaced to accommodate walking and cycling movements that will provide a dedicated walking and cycling connections with footways along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the north of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

New Access Roads

It is intended that a priority junction with a ghost island right turn lane will be introduced to serve the proposed residential development.

The junction has been designed to ensure consistency of access with the surrounding environment. It has also been positioned to allow for visibility splays of 2.4 x 120 metres to be achieved in line with a 40mph design speed and to ensure that 120m forward visibility can be achieved from both directions.

The proposed site access has been designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual TA of the site has also been undertaken by Asbri Transport. The TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. Moreover, it has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions.

Flood Risk

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(2): Land South East of Pont Rhyd-y-cyff & COM1(3): Land South of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

Protected Environmental / Ecological Species and Designations

I&G Ecology attended the site to undertake a phase 1 habitat survey. The combination of desk and field surveys undertaken at the site identified that the majority of the area within the planning site boundary has high ecological value. The majority of the site is notified as a SINC, and the size and range of habitats and their linkage to other SINC's and habitats in the borough, provides corridors for dispersal and will support a more diverse range of species, provide nesting opportunities for birds, cover for mammals, reptiles, amphibians and invertebrates and flight lines for bats. No signs of European protected species were observed.

Significant consideration of the SINC has been undertaken by the site promoter. The ecological survey identified:

- Large areas of marshy grassland 'are of moderate quality and the lack of appropriate management is leading to succession to willow and birch scrub';
- Trees and hedgerows that line the to the west and south west possess the greatest value, whereas the intensively managed hedgerow to the north – loss or damage to this habitat would be severe. The east is considered to be of lesser value;
- The broadleaf woodland and stream corridors are of high ecological interest and should be retained for connectivity; and
- Two blocks of poor semi-improved grassland are of low ecological interest.

Recommendations from the ecological appraisal suggest the following:

- In the absence of appropriate management the marshy grassland is declining in quality, and the low grazing pressure is leading to its succession to wet woodland. Loss of the habitat cannot be mitigated for on site. Should the site be developed then it is recommended that the drainage ditches be retained to provide habitat connectivity. Their incorporation into an appropriate SuDS scheme for the site, together with ponded areas would provide partial mitigation;
- The western hedgerow and trees should be retained in their entirety with an appropriate offset from the development boundary. Protection of trees and hedgerows through the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered;
- The broadleaf woodland and streamside corridors should be retained in their entirety, with an appropriate offset from any development boundaries to protect both the root zones and any polluting run-off from the development during both the construction and occupation phases; and
- Bat and dormouse boxes should be provided throughout the development.

Whilst there is a local ecological designation present on site in the form of a SINC, the information and detail captured from the survey work has fed into the development of the masterplan from the outset to create a scheme that minimises adverse environmental impacts on habitats and species. The supporting masterplan illustrate how the scheme will carefully conserve areas of higher biodiversity value, with development restricted to areas of lower biodiversity value in addition to a number of enhancements provided on site. As such, the adoption of a green infrastructure-led approach will be key to the development of

the sites to integrate successfully with the existing environment whilst seeking to promote ecological resilience and achieve biodiversity net benefit.

Utilities

Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

There is a 150mm foul sewer, 225mm foul sewer, 225mm combined sewer and 375mm storm overflow traversing site.

Electricity Provision

No electrical provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

Glamorgan Gwent Archaeological Trust's (GGAT) Historic Environment Record identifies an early 19th railway; Listed Building adjacent. Whilst this would not preclude development, the future planning application may need to provide mitigation measures.

An Archaeology and Heritage Assessment has been undertaken by EDP. The principal and over-riding conclusion of this report is that there are no archaeological or heritage reasons why this site area should not be allocated for residential development. The site does not contain any designated historic assets and so hence its development is not constrained in that respect. Together, a desk study and site visit have shown that only one designated historic asset might be 'indirectly' affected by the development of the site in terms of the contribution its setting makes to its significance.

This is the Grade II listed T'yn-y-Waun farmhouse which is located just to the west of the site's western boundary. It is concluded that this 17th/18th century farmhouse derives no more than a small amount of its significance from its relationship with the site and that, as a result, development of the site would have no more than a small impact on that significance. This evaluation will need to take place at the planning application stage and for the time being this impact does not preclude development at the site or necessarily limit its capacity in that respect (i.e., in terms of extent, layout, location of open space and the reinforcement of the trees and scrub along the western boundary with new landscape planting).

The remainder of the designated historic assets within the surroundings of the site would not be adversely affected by its residential development. The site contains two GGAT HER entries [06517m, 07947m], both of which relate to the same curving alignment of former railway line in the east of the site and still preserved as a substantial earthwork.

There is no suggestion that the presence of the former railway line, which is quite difficult to discern at the north-east end adjacent to the road, but then becomes more obvious as a cutting proceeding to the south-west; would either preclude or constraint the residential development of the site and instead it is considered more reasonable to conclude that an appropriately sensitive and responsive development could in fact enhance the condition of the former railway through improved management.

There is no reason to believe or expect that known or unknown archaeology represents a constraint to either the deliverability or capacity of the site to accommodate residential development.

Contamination/Remediation

The site is a greenfield site and as such, is not considered to be at risk of land contamination. The site has been only previously used for agricultural purposes which is not considered to cause ground contamination.

Therefore, the site is not considered to be contaminated, although a definitive assessment will follow in the subsequent planning application.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

COM1(5): Ewenny Road, Maesteg, Maesteg and the Llynfi Valley Regeneration Growth Area

| Site Allocation Name / Ref | Site Size (ha) | Allocation Type (Housing, Employment, Mixed Use) | Total Units (Private and Affordable) | Phasing Tranche |
|---|----------------|--|--|--|
| COM1(5): Ewenny Road, Maesteg, Maesteg and the Llynfi Valley Regeneration Growth Area | 7.7 ha | Housing Allocation | 205 residential units 31 Affordable units | 2018-2022: 0 units 2023-2027: 100 units 2028-2033: 105 units |

Site Description

The site (7.7ha) is a long-term brownfield regeneration site, which has a long history of industrial use. The last factory that occupied the site was Cooper Standard and Budelpack COSi closing in 2007. The site has remained vacant ever since. The standing buildings associated with the previous use have since been demolished leaving the former factory hardstanding bases and a surface car park. The site is located within close proximity to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.

Key Site Issues and Constraints

Highways and Transport

Active Travel Improvements

There are a number of existing and proposed active routes surrounding the site boundary and surrounding areas. The masterplan for the site takes these routes into account and

proposes a new active travel route running parallel to Oakwood Drive. The masterplan also illustrates additional off-site improvements to the existing footpath network connecting to Ewenny Road and Oakwood Estate.

The site promoter will be seeking to connect to proposed and existing active travel routes to encourage active modes of travel amongst existing and future highway network users. This is evident in the submitted masterplan and must be addressed as part of the future planning application. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-9.

Transport Interchange

The site will deliver a transport interchange and parking area related to the Ewenny Railway Station. This is a key component of the Metro's enhanced services on the Valley Lines via the Maesteg branch and is essential to strengthen public transport connections to and from Maesteg.

New Access Roads

There are two points of vehicular access onto Oakwood Drive proposed in the form of simple priority junctions. The southern junction provides access to the main residential element of the development, while the proposed northern junction provides access to the employment and retail elements of the development as well as the related element of residential land use.

Transport Assessment

A supporting Transport Assessment accompanies existing planning application P/13/808/OUT. Asbri Transport completed a comprehensive Transport Assessment (TA) in 2013 for a mixed-used development at the same site albeit a different mix and quantum of development – 138 dwellings, public house, restaurants, retail and employment uses. On 26th June 2014, the Development Control Committee resolved to approve the development on the site. A Highway Technical Note has since been prepared to demonstrate that the current revised proposals have an impact commensurate with that assessed in the 2013 Transport Assessment, using the TRICS trip generation database to establish a range of surveys that would be representative of the new proposals. For the whole development, the site is likely to generate up to 333 two-way vehicles movements during the AM peak period and 304 two-way vehicle movements during the PM peak period. This forecast trip generation is slightly lower than the 2013 forecasts for the AM peak (352 trips) and significantly lower than the PM peak forecast (531 trips). It should be noted that with the input of a well-developed Travel Plan, active travel and public transport movements could be higher, reducing single occupancy vehicle trips on the highway network.

Flood Risk

The proposed development at Ewenny Road is considered to have a low risk of flooding from most sources, excepting fluvial sources, with the existing site at risk from the design flood event. Ground remediation works required at the site will result in levels being raised at both the Northern Parcel (transport interchange proposal) and Southern Parcel (residential and commercial proposal). The FCA undertaken by WSP demonstrates that these remediated levels can have a net overall benefit to flood consequences in Maesteg and that the level of risk and consequences are acceptable when assessed against the requirements of TAN15 (existing and proposed). The proposed scheme also includes a conveyance channel to draw floodwaters off Oakwood Drive in extreme events to an area of public open space, where the flood waters will be attenuated.

Less vulnerable development at the Northern Parcel (transport interchange) is proposed within DAM Zone C2 or Zone 3 (FMfP), although this is considered justified due to the nature and importance of the proposal. The highly vulnerable residential proposals at the Southern Parcel have been purposely focussed on the southeastern side of the site. This is currently DAM Zone C2 (or Zone 2 on the FMfP), although following the remediation works, the site will be equivalent to DAM Zone A.

It is considered that a feasible solution is wholly implementable to enable the site to come forward in accordance with both the existing and proposed TAN 15.

Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development.

Protected Environmental / Ecological Species and Designations

The site is accompanied by a Preliminary Ecological Appraisal and Reptile Survey prepared by Tetra Tech. All habitats on site are secondary and associated with the former industrial use of the site and its demolition. The most diverse habitat is the large extent of scrub which varies in structure and composition across the site. There are no natural habitats present on site. In terms of protected & notable species, the site is relatively isolated in an urban setting with the only connecting habitat being the Llynfi river running to the east. Due to the location and nature of the site, there are limited opportunities for protected species, except potential for reptiles, common species of nesting birds and foraging and commuting bats. A number of enhancement measures are recommended and have been factored into the master planning of the site, including the enhancement of existing green infrastructure and connectivity to the wider landscape to maintain flows and mobility of species, most notably the Llynfi river to the east and woodland to the south. The development would also include the installation of bird and bat boxes on retained trees and/or incorporated into the new buildings. As such, there are no ecological matters which would prevent the site being developed in line with the proposed masterplan and recommendations.

Utilities

In terms of water supply, Welsh Water indicate that a hydraulic modelling assessment is required due to the size of the development. In relation to sewerage provision, Welsh Water indicate that there are no perceived issues. An existing 225mm combined sewer and 600mm combined sewer transverse the site. Foul drainage will be treated at its Maesteg Wastewater Treatment Works (WWTW).

With regards to electrical services, there is an existing electric main located within the southwest section of the site. A plan showing New Service Connections indicates that the site will contain two 11kV main sub-stations in the north and south of the site. National Grid indicate that specific development proposals within the local planning authority area are unlikely to have a significant direct effect upon National Grid's electricity transmission system

For gas supply provision, Wales & West Utilities indicate the nearest main with sufficient capacity is 10m from the site boundary and is located to the west of the site. This is a 125mm PE Low Pressure Main. The New Service Connections plan indicates the positions of the existing main and existing gas governor.

Welsh Language

The site is not located in a Welsh language sensitive area.

Heritage

The development site is the former site of Maesteg Merthyr (Oakwood) Colliery, Maesteg Isaf Farmhouse and Maesteg Canol farmstead, all of which are of local importance. Glamorgan Gwent Archaeological trust (GGAT) indicate that this will require mitigation, pre-determination archaeological evaluation. As such, an archaeological desk-based assessment has been undertaken by Archaeology Wales which found that there was no trace of any site of archaeological interest existing above-ground. However, the potential for below-ground archaeological remains. As such, it is recommended that a programme of targeted archaeological evaluation is undertaken to assess the archaeological resource and allow a full mitigation strategy for the proposed development to be devised more accurately. However, it is considered that there is no archaeological justification to preclude the proposed development on this site.

Contamination/Remediation

There are significant remediation and infrastructure constraints associated with the site, of which rendered previous proposed schemes unviable from a commercial perspective resulting in those schemes stalling. The required remediation and infrastructure works include diverting an historic mining Adit drain and grouting of mineshafts which reflects the long history of coal mining in the area. The supporting information accompanying the site is supplemented by a remediation plan. This sets out several planned remediation measures across the site which will enable its development. Grant funding (£3.5million) which has been awarded by the Cardiff Capital Region is key in enabling such works to take place.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to COM1(5), Highway Improvement Schedule and Infrastructure Delivery Plan.

Education

The development will meet the needs for the additional school places it generates through planning obligations. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

Affordable Housing

The development must provide 15% affordable housing provision in accordance with policy COM3.

Open Space

Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.

Utilities

Refer to COM1(2) and Infrastructure Delivery Plan.

Key Supporting Information Requirements

- Refer to Replacement Local Development Plan Examination Library

Employment Allocations

ENT1(1): Brocastle, Waterton, Bridgend, Strategic Employment Site

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|---------------------|--|----------|---|
| ENT1(1): Brocastle, Waterton, Bridgend | 20.4 ha | Strategic Employment Site | B1,B2,B8 | <p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 20.4ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha</p> |

Site Description

The site is located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the Former Ford Site. There is an opportunity for synergy with re-development of the Former Ford Site 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. The site is almost entirely undeveloped, measuring 46 ha in total, although the topography limits the developable area to 20.4ha. The site benefits from existing outline planning permission for the 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. (Ref: P/16/549/OUT).

Key Site Issues and Constraints

Market Commentary

This greenfield site, owned by Welsh Government, is actively being promoted as a scheme for 71,000 sq m of employment space. Pre-commencement works have been undertaken to enable the site to come forward for development early within the plan period, and several rows of future development terraces have been laid out, reflecting the site's topography. The Economic Evidence Base Study (2019) concluded that Brocastle is expected to be the Borough's main inward investment site, supported by the Welsh Government, and it presents a good new employment development opportunity, either as a pre-let, pre-sale or as a speculative development proposition. This site will be attractive to industrial occupiers, due to its proximity to established industrial areas and road access to the motorway. Indeed, it is understood that several informal approaches have already been made and discussions are ongoing.

Highways and Transport

Active Travel

The proposed development at Brocastle will make several positive contributions towards the local pedestrian and cycle network. Within the site the public rights of way are to be retained, although footpath 19 is to be diverted. Its entry to the site from the A48 is repositioned in order for it to be situated in close proximity to the existing bus stop. All footpaths will have designated crossing points where they meet the highway. For pedestrians a 2m width pathway is provided on either side of all internal highways. The development will commit to upgrading the existing bus stops on the A48 adjacent to the site.

New Access Roads

Vehicle access for Brocastle 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.

Transport Assessment

As part of planning application P/16/549/OUT, a submitted transport assessment undertaken by Ove Arup & Partners Ltd looked at the effect that the proposed development at Brocastle will have on the local highway network. This included carrying out capacity assessment at each of the junctions within the assessed network to determine whether the additional traffic generated by the development and other committed developments can be accommodated. The transport assessment concluded that the proposed development at the Brocastle site does not significantly affect the performance of the local highway network.

Flood Risk

A small section to the north of the site along Brocastle Brook is within the floodplain. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

This site is owned by Welsh Government.

Protected Environmental / Ecological Species and Designations

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an ecological assessment of the site. The proposed development has the potential to affect ecological receptors both within the site and around its boundary during construction and operation. To support the application, a range of ecological surveys were undertaken, including habitats, hedgerow and tree surveys. Further species-specific surveys were undertaken for reptiles, birds, dormice, otters, water voles and bats.

A number of hedgerows at the site are classed as 'Important' under the Hedgerow Regulations 1997 in terms of species diversity. The species-specific surveys confirmed that the site is used by a typical assemblage of breeding birds. Field signs of badger were recorded, though no setts were found. No water voles were recorded during surveys. Dormice were recorded, albeit at low levels, with the data suggesting a single dispersing animal. Whilst no bat roosts have been confirmed within the site, field survey results suggest a roost of pipistrelle bats is present nearby, several trees and buildings have potential to support roosts and the site is used by a range of foraging bats. On this basis, it is assumed the site is of local value for bats (with the exception of the lesser horseshoe bats associated with Coedymwstwr Woodlands SSSI, which are by definition part of nationally important site).

Development of the masterplan has aimed to maintain the ecological value of the application site, where possible and to provide enhancement of that value through various measures, including habitat retention, notably hedgerows, wooded areas and stream corridors. New habitats would be created including extensive new hedgerow planting, provision of grassland areas, attenuation ponds and an extensive ecological enhancement zone along Brocastle Brook. Additional native planting would be undertaken throughout the site and invasive alien plants would be eradicated.

Good practice mitigation measures would also be employed during construction to minimise impacts to habitats and species, including pollution prevention control, sensitive lighting design and careful site preparation. In addition, operational phase lighting should be designed to avoid impacts to bats (notably lesser horseshoes) in the vicinity of the ecological enhancement area. This would ensure the dark corridor within the enhancement area is maintained in the operational phase for bat species and other wildlife.

Overall, the proposed development is not predicted to have a significant negative impact on ecology and the mitigation and enhancement measures would provide local benefits for wildlife in the operational phase.

Utilities

Water and Waste Water

Records received from DCWW show no existing infrastructure within the site boundary. DCWW trunk mains exists along the south-western boundary of the site in the form of 90mm and 315mm pipes. The mains divert to supply the Brocastle Manor along the access road from the roundabout which will service the proposed future development.

DCWW confirmed that a water supply can be made available to service the proposed development. DCWW propose that a connection can be made to the site from the 315mm diameter water main in the A48 bypass road location.

Electricity Provision

National Grid and Western Power Distribution (WPD) both have power infrastructure located either near or within the site boundary. National Grid plant records illustrate a high voltage (HV) 11kV overhead cables exist within the site boundary and dissects the north-west corner of the site. National Grid have confirmed that they have no objections to the proposal as the development is located away from the overhead line.

WPD plant records illustrate a high voltage (HV) 11kV overhead cable exists within the site boundary and dissects the southern section of the site. The HV cable enters the site near the derelict Plas Newydd house and exists the site near the Brocastle Manor Care Home. An overhead low voltage (LV) cable spur connects the Oernant/Paddocks properties. LV cables exist adjacent to the site within the A48 and the entrance to the Care home. An LV underground cable connects to the existing Pumping station to the north-west of the site.

WPD has also confirmed that there is sufficient capacity to serve the development at the time of the response. This was based on an estimated load demand which assumed gas heating. WPD would need to divert the existing overhead lines within the site boundary. WPD proposed to supply the development with a new supply (2x 185 EPR 11kV cables) that is connected at the Bridgend Industrial Estate and a location to the west of the former Ford factory. WPD estimate that two substations will be required to service the proposed development. WPD recommends early engagement with Network Rail to minimise potential delays in agreeing the service crossing along the A48.

Gas Supply

Wales & West Utilities (WWU) plant records illustrate that no existing WWU gas infrastructure is located within or adjacent to the site.

WWU has confirmed that there is sufficient capacity to serve the development. WWU confirmed that the nearest main with sufficient capacity is 703m from the boundary. WWU confirmed that the connection is to a 90mm Intermediate Pressure main; located to the northwest of the site.

Telecommunications

British Telecom (BT) plant records show underground network running along the A48 road outside of the southern site boundary. A small spur connects to The Oernant/Paddocks properties from the A48. BT infrastructure runs along the access road into Brocastle Manor.

No abnormal costs are envisaged in providing services to the site. It is likely that the proposed connection location will be provided from either the A48 or the roundabout at the entrance of the proposed site.

Further contact will be necessary with the communication providers with regard to high-speed communication services and to determine more details.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out a cultural heritage assessment of the site, of which found that no designated cultural heritage features lie within the site. However, a number of the hedgerow's quality as 'Important' with regard to the archaeological and historical criteria of the Hedgerow Regulations 1997. The setting assessment of the ES concluded that there would be no change to the setting of historic assets at Corntown, Treoes and Brocastle. Similarly, there would be no change to the setting of Scheduled Monuments at Ewenny Priory and the Corntown Causewayed Enclosure.

Overall, the proposed development would result in a slight adverse effect to the historic landscape through the removal of short sections of the historic hedgerows and demolition of the non-designated and recent buildings within the site. However, retaining the majority of the historic hedgerows within the site would serve to preserve the significance of these features as part of the local grain of the historic landscape. On completion, there would be no direct operational effects to cultural heritage from the proposed development. No mitigation or enhancement measures have been identified for cultural heritage for the operational phase of the development.

Contamination/Remediation

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an investigation into ground conditions at the site. The Brocastle site is directly underlain by limestone bedrock with some superficial deposits present on site extremities such as alluvial clays and silts along Brocastle Brook and its tributaries, and head deposits of stony clay in the south-east corner of the site. The limestones and alluvial deposits comprise permeable layers capable of supporting local water supplies and which may form base flow to rivers. These water resources have been classed by the regulators as Secondary A aquifers, however no private water supplies or water abstraction points are present within the site or its vicinity.

Historically, the site has not been developed or used for other purposes than farms and agricultural land. This land use has resulted in the presence of localised areas of made ground associated with sheds, infilling of ponds or disposal of agricultural waste. These areas may constitute potential sources of contamination, which may pose minor to moderate risks to human health or water environment. These risks would be mitigated by undertaking targeted ground investigations and risk assessments allowing to identify appropriate remedial measures implemented as part of the detailed design, Health and Safety measures and Construction Environmental Management Plan (CEMP).

The site is underlined by limestone and therefore there is a potential for naturally occurring cavities. Development of the site has the potential to focus the release of water to the ground, particularly in areas around surface water and water supply infrastructure. Direct releases into limestone areas may result in a major significance of impact on ground stability. Future

targeted ground investigations at the detailed design stage will enable risks to be assessed and appropriate mitigation measures to be incorporated into the scheme, particularly with respect to site drainage systems and building foundations. Such measures that could be used to mitigate this risks include void grouting or piled foundations sleeved through voids.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(2): Pencoed Technology Park, Strategic Employment Site

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|----------------------------------|---------------------|--|----------|---|
| ENT1(2): Pencoed Technology Park | 5.4 ha | Strategic Employment Site | B1,B2,B8 | <p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 5.4ha Long 28/29 – 32/33: 0ha</p> |

Site Description

The site straddles the eastern administrative boundary of Bridgend and Rhondda Cynon Taf. 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. A total of 5.4ha of employment land currently remain at the Technology Park, representing a highly attractive proposition for development.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) considered this allocation to be the most attractive employment site in the borough, particularly for out of centre office occupiers and technology firms, given the existing neighbouring uses and motorway access. The site will also be attractive to industrial occupiers and research and development firms, due to its

proximity to junction 35 of the M4. The existing building (Pencoed Technology Park) may require subdivision depending on the occupier(s) in the event that the existing configuration is not attractive to a single occupier. The attractiveness of this location to occupiers and developers is further reinforced by the technology park immediately to the south and Bocam Park immediately to the south of the motorway junction. It is expected that this site will enable a further range of technology-based uses to come forward within the plan period.

Highways and Transport

A Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Flood Risk

The site is bounded to the south east by Ewenni Fach, giving rise to potential water quality impacts from development. As such, an assessment of water quality impacts should be undertaken.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Land Ownership

This site is owned by Welsh Government.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

No known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

A Heritage Assessment will be required to be undertaken in order to identify the heritage assets that may be affected by future development.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--|---------------------|--|----------|---|
| ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area | 7.7 ha | Employment Site | B1,B2,B8 | <p><u>Already Delivered</u></p> <p>August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 3.85ha Long 28/29 – 32/33: 3.85ha</p> |
| <p>Site Description</p> <p>Brackla Industrial Estate lies to the north of Bridgend Industrial Estate, east of the town centre. It is a large, established industrial estate, accommodating a number of moderate to large sized industrial units just 1 km south of J36 M4. There are a viable mix of significant units, more modest units and a minor quantum of non-industrial units, such as gym operators. The key operator is Talis Group who manufacture equipment for the water industry. Other occupiers include companies serving the local market, workshop, distribution and a number of metal manufacturing firms.</p> | | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>Brackla Industrial Estate is situated within a well-established industrial location. The remaining parcels are actively being marketed, including land at Brackla West and land fronting the Coity Bypass. Ultimately, the remaining undeveloped land is situated on a large, well-established industrial estate, adjoining another well-established estate (Litchard) and located just 1 km south of J36 M4. This is a highly attractive and proven employment location base and further employment development is likely to come forward on a speculative basis over the plan period. The remaining parcels will be attractive to occupiers on a leasehold basis or equally for purchase by owner-occupiers. The estate provides a range of size and quality of units therefore they remain in demand.</p> <p>This estate has excellent access to the M4, and the land which is available for employment is of regular shape, unconstrained and in public ownership. The Economic Evidence Base</p> | | | | |

Study (2019) considered this site to represent a good location to accommodate employment floorspace need over the plan period.

Highways and Transport

No known issues/constraints.

Flood Risk

Site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The north eastern parcel is crossed by a 150mm combined sewer for which protection measures will be required in the form of an easement or diversion. Central parcel is crossed by a 150mm combined sewer and 6" foul sewer for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|---------------------|--|----------|--|
| ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area | 9.2 ha | Employment Site | B1,B2,B8 | <u>Already Delivered</u> August 2018: 2.36ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 2.36ha Medium 23/24 – 27/28: 3.42ha Long 28/29 – 32/33: 3.42ha |

Site Description

Bridgend Industrial Estate is located to the south of the town centre with good access to junction 35 of the M4. The estate is the largest industrial estate in the borough and includes a number of medium and small-sized warehouses and workshops as well large key occupiers. Part of the site comprises the former Sony television factory. Larger occupiers on the estate include Reflex (manufacturing) who occupy a 39,000 sq ft unit, Clarke Transport (logistics) who occupy a 37,000 sq ft unit and Trampires (animation) who occupy a 23,700 sq ft unit. The estate has also seen some non-industrial users taking space, especially gym operators. The site has been extensively and successfully developed for a variety of businesses, ranging from small local firms to large multi-nationals. The available land is distributed on a number of plots across the estate.

Key Site Issues and Constraints

Market Commentary

Bridgend Industrial Estate is the borough's largest industrial area, long established with a range of size and type of units. Given the prevalence of existing occupiers, the locality's well-established track record of supporting employment uses and the excellent motorway access, this industrial opportunity remains highly attractive to occupiers. The scale and nature of remaining plots are expected to come forward on a speculative basis over the plan period and will attract occupiers on a leasehold basis or be sold to an owner-occupier. The Economic Evidence Base Study (2019) reaffirmed that the estate remains popular and highlighted that there is evidence of occupiers taking multiple units on the estate.

The estate has a number of relatively small parcels of available land, that are expected to be taken up over the Plan period.

Highways and Transport

The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. A number of these vacant parcels have crossings for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

The site includes the Royal Ordnance Factory Bridgend Dual storey Pillbox Scheduled Monument. As such a Heritage Assessment will be required to be undertaken in order to provide sufficient mitigation.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|---------------------|--|-----------|--|
| ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area | 0.1 ha | Employment Site | B1,B2 ,B8 | <p><u>Already Delivered</u></p> <p>August 2018: 0.12ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.1ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha</p> |

Site Description

This is a smaller, yet viable employment area adjoining Bridgend Industrial Estate and close to Bridgend town centre. A minor area is available for future employment use.

Key Site Issues and Constraints

Market Commentary

This small industrial estate already provides a mix and range of small units. The estate is well occupied and attracts a range of occupiers. The Economic Evidence Base Study (2019) concluded that the units are of good quality and are likely to be attractive to occupiers over the plan period. Whilst this represents a small element of supply, the site is a popular industrial estate providing a range of accommodation sizes and presents a floorspace expansion opportunity, which is expected to come forward over the plan period.

Highways and Transport

Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers will be required.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(6): Crosby Yard, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--------------------------------|---------------------|--|----------|--|
| ENT1(6): Crosby Yard, Bridgend | 0.8 ha | Employment Site | B1,B2,B8 | <u>Already Delivered</u> August 2018: 0ha |

| | | | | |
|---|--|--|--|--|
| Sustainable Growth Area | | | | August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.4ha Long 28/29 – 32/33: 0.4ha |
| <p>Site Description</p> <p>A small industrial area containing small industrial units, but with access constraints common for industrial units located within the built-up urban area. The 0.8 ha of available land is a narrow triangular 'wedge' bounded by railway on two sides, although with dense tree cover.</p> | | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>This small yet established industrial estate provides a number of smaller units which are attractive to the local market. The Economic Evidence Base Study (2019) concluded that the units are likely to remain in demand for tenants given the site's propensity to meet local need.</p> <p>There continues to be demand for smaller units in this area, there are few alternative options, and the access arrangements are not likely to be an impediment to the remaining employment land being taken up. The remaining land is likely to come forward over the plan period and would deliver a small amount of floorspace. This could represent an opportunity for open storage.</p> <p><u>Highways and Transport</u></p> <p>No known issues/constraints.</p> <p><u>Flood Risk</u></p> <p>The site is within 500m of the Ogmore River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p><u>Land Ownership</u></p> <p>No known issues/constraints.</p> <p><u>Protected Environmental / Ecological Species and Designations</u></p> <p>The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p><u>Utilities</u></p> <p>Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.</p> <p>No additional known issues/constraints.</p> | | | | |

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|---------------------|--|-----------|--|
| ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area | 2.0 ha | Employment Site | B1,B2, B8 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 2.0ha |
| Site Description This industrial estate is part of the extensive south Bridgend industrial area, with the Bridgend industrial estate immediately north and Waterton industrial estate immediately south. | | | | |
| Key Site Issues and Constraints | | | | |
| <u>Market Commentary</u> | | | | |

Parc Afon Ewenni is part of the wider Waterton Industrial Estate. The estate provides a range and size and has good access to junction 35 of the M4 via the A473. The units are likely to remain in demand given its location and range of units available.

The employment element has not been delivered, but remains a reasonable prospect especially given it would attract public / private funding.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is within 500m of a Main River and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

No known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--|---------------------|--|----------|--|
| ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area | 10.0 ha | Employment Site | B1,B2,B8 | <u>Already Delivered</u> August 2018: 0ha August 2019: 2.96ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 2.96ha Medium 23/24 – 27/28: 3.52ha Long 28/29 – 32/33: 3.52ha |
| <p>Site Description</p> <p>Waterton Industrial Estate lies to the south of Bridgend Industrial Estate and also benefits from good access to junction 35 of the M4. It is a site of regional importance, part of the wider southern Bridgend industrial area, situated alongside the A473 dual carriageway and the A48. The site primarily comprises larger manufacturing and distribution units. Occupiers include Biomet, manufacturers of medical equipment, John Raymond warehousing and logistics and SAS International who manufacture suspended ceilings. The quality of the environment together with its strategic position and good access have made this estate very attractive to developers and occupiers. Despite the area being predominantly industrial, it also contains the largest number of dedicated office buildings in the Borough. The available employment land is situated immediately to the west of the Former Ford factory.</p> | | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>Given Waterton Industrial Estate’s existing occupiers and motorway access, the Economic Evidence Base Study (2019) concluded that this site represents an attractive employment opportunity to occupiers. This is clearly evidenced by the presence of large occupiers such as Lidl, which has delivered a relatively new regional distribution centre, and Owens, which has a large distribution unit. Although the units at Waterton are more dated than in other parts of the borough, the site will remain an attractive proposition for the reasons outlined. It is likely that the proposed unit sizes will come forward on a speculative basis to attract occupiers on a leasehold basis or be sold to an owner occupier.</p> <p>The synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent master planning and SPG development to contribute to delivery of the Replacement LDP’s Regeneration and Sustainable Growth Strategy.</p> | | | | |

Highways and Transport

The Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

The Ewenny River flows through the site, and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 1650mm combined sewer for which protection measures will be required in the form of an easement width or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--|---------------------|--|------|---|
| ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area | 0.0 ha | Employment Site | B1 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.03ha |

Site Description

This small remaining employment opportunity represents comprises land within a residential housing estate. The employment element will deliver local opportunities, and therefore has significant social value.

Key Site Issues and Constraints

Market Commentary

This minor employment opportunity represents potential for new employment space to help provide new stock in an area where current availability is low. The Economic Evidence Base Study (2019) emphasised the site's social value and recommended retaining the employment element, which is likely to be delivered through cross-funding from the housing element.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 250mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, | Uses | Availability |
|----------------------------|---------------------|---------------------------|------|--------------|
|----------------------------|---------------------|---------------------------|------|--------------|

| Employment , Mixed Use) | | | | |
|--|--------|-----------------|-----------|---|
| ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area | 2.6 ha | Employment Site | B1,B2 ,B8 | <u>Already Delivered</u> August 2018: 0.34ha August 2019: 0ha August 2020: 0.88ha August 2021: 0.80ha Short 18/19 – 22/23: 2.02ha Medium 23/24 – 27/28: 0.58ha Long 28/29 – 32/33: 0.6ha |
| <p>Site Description</p> <p>The industrial market in Pyle is focused on Village Farm Industrial Estate, which is located towards the south of Pyle and benefits from access to junction 37 of the M4. The estate is the largest industrial area in Pyle and the third largest in the borough. The estate mainly comprises small sub 5,000 sq ft terraced units. Occupiers on the estate are companies serving the local markets and include Tonic Studios (paper craft) who occupy a 7,200 sq ft unit and One Vision Digital (communications) who occupy a 1,500 sq ft unit. There are a small number of undeveloped plots across the estate.</p> | | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The Economic Evidence Base Study (2019) recognised that demand for industrial space in Pyle is for units at Village Farm Industrial Estate. This large, established industrial estate provides a range of size and age of buildings and - will remain attractive to occupiers, notably given with its access to Junction 37 of the M4. Demand is likely to stem from companies servicing the local markets who seek good links to the motorway. The remaining land forms part of the integrity of the wider site and the few remaining parcels are likely to come forward over the Plan period.</p> <p><u>Highways and Transport</u></p> <p>The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p><u>Air Quality</u></p> <p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p><u>Flood Risk</u></p> <p>No known issues/constraints.</p> <p><u>Land Ownership</u></p> <p>No known issues/constraints.</p> | | | | |

Protected Environmental / Ecological Species and Designations

The site is within 500m of Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC, although separated by built form and transport infrastructure.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer.

No known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--|----------------------------|---|-------------|--|
| ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly | 2.23 ha | Employment Site | B1,B2,B8 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha |

| | | | | |
|--|--|--|--|---|
| Sustainable Growth Area | | | | Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.23ha Long 28/29 – 32/33: 0ha |
| <p>Site Description</p> <p>Located west of the A4229 within the north west quadrant of M4 J37, and approximately 1 km to the north is Pyle across the junction with the A48. The site is bounded to the west by residential development and is well screened by a dense tree belt from the A4229. The large Village Farm industrial estate is nearby on the northern side of the A48 junction.</p> <p>Planning consent for a ‘hybrid’ scheme was granted in 2014, including full consent for residential use to the south of the site and outline consent for employment use to the north. An access off the main estate road was also required to be provided to enable the employment development to be completed. The residential element of the site was complete by the end of 2016/17 and 2.23ha of employment land remains.</p> | | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The site materially changed when the residential development was completed by the end of 2016/17 and it now represents a modest, yet accessible employment opportunity. Whilst there is a large employment area close by, which has scope for regeneration and intensification of activity, this site will be attractive for smaller employment occupiers and developers because of its motorway access. It is considered that proactive investment in levelling works (to provide a development plateau), as per the original hybrid planning consent, would enable the site to come forward for the employment use intended. This would properly test the market and progress initial enquiries further than has been possible hitherto. In the context of a fifteen-year plan, only five years has passed since the site materially changed in nature, and two of those years were heavily influenced by the impacts of the global pandemic. As per the findings of the Economic Evidence Base Study (2019) and Update (2021), it is reasonable to give the site more time to come forward as a more modest, yet accessible, serviced employment opportunity. Once the commitment to undertake the enabling works, as required by the Section 106 Agreement, is fulfilled, the site will be properly readied for the market. It is then expected to be in a prime position to come forward for employment uses over the plan period.</p> <p><u>Highways and Transport</u></p> <p>The site is located within 500m of a traffic congestion point (as identified by BCBC Highways). As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p><u>Air Quality</u></p> <p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> | | | | |

Flood Risk

The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, | Uses | Availability |
|-----------------------------------|----------------------------|----------------------------------|-------------|---------------------|
|-----------------------------------|----------------------------|----------------------------------|-------------|---------------------|

| Employment, Mixed Use) | | | | |
|--|--------|-----------------|----------|--|
| ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area | 0.6 ha | Employment Site | B1,B2,B8 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.6ha Long 28/29 – 32/33: 0ha |
| <p>Site Description</p> <p>The site is located within a long-established industrial area, and is currently cleared for development. The site is close to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.</p> | | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u> Part of the site is in Council ownership and is expected to come forward as part of a mixed-use development, with small units likely to be popular in this location.</p> <p>This site remains suitable and available for significant mixed-use development and should be the focus for all available cross-subsidy opportunities for Maesteg.</p> <p><u>Highways and Transport</u> The site is located 2km beyond the Strategic Road Network.</p> <p><u>Air Quality</u> An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p><u>Flood Risk</u> Site situated immediately west of Llynfi River and within Flood Zone 2 and 3 (Flood Map for Planning), giving rise to potential impacts on water quality and flooding from construction and operational activities. As such a Flood Consequences Assessment will be required to be undertaken. Furthermore, for proposals discharging into the Llynfi River, an assessment of water quality impacts will also be required to be undertaken.</p> <p><u>Land Ownership</u> No known issues/constraints.</p> <p><u>Protected Environmental / Ecological Species and Designations</u> No known issues/constraints.</p> | | | | |

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

Natural Resources Wales indicate that previous use could have caused contamination.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--|---------------------|--|------|--|
| ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area | 1.0 ha | Employment Site | B1 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 1.0ha Long 28/29 – 32/33: 0ha |
| Site Description | | | | |

A largely developed office park in a prominent gateway location at Pencoed, adjacent to M4 J35. The Park has excellent access to the motorway via the A473 dual carriageway. It is located in the south-west quadrant of M4 J35, with the Pencoed Technology Park on the diagonally opposite quadrant to the north. The proximity to the Technology Park provides supply chain opportunities.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) considered the site to be a good quality office park with a flexible size, range of units with competitive rents and excellent link to M4 J35. Given the lack of modern purpose built space in the borough this is likely to remain popular for occupiers. Given the site's location and suitable surrounding uses the site is likely to deliver additional employment uses over the plan period and it should be noted that this is only one of two office park developments in the Borough.

Highways and Transport

No known issues/constraints.

Flood Risk

The Ewenny River flows through the site, and lies within Flood Zone 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 150mm foul sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(14): Brynmenyn Industrial Estate

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---------------------------------------|---------------------|--|-----------|---|
| ENT1(14): Brynmenyn Industrial Estate | 2.0 ha | Employment Site | B1,B2 ,B8 | <p><u>Already Delivered</u></p> <p>August 2018: 0.03ha August 2019: 0ha August 2020: 0.58ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.61ha Medium 23/24 – 27/28: 0.7ha Long 28/29 – 32/33: 0.69ha</p> |

Site Description

Brynmenyn Industrial Estate is in Abergarw, east of Tondu/north of the M4. The estate has good access to junction 36 of the M4. The estate is the largest industrial area in the Valleys Gateway. The estate comprises a mix of small and medium-sized warehouses and workshops. It adjoins the former Christie's site immediately to the north and is close to the Abergarw industrial estate. The available employment expansion land is greenfield to the southeast.

Key Site Issues and Constraints

Market Commentary

Brynmenyn Industrial Estate is one of the key focusses of the industrial market in the Valleys Gateway. It is an established industrial estate, which provides range of size and quality of units. The estate is well occupied and given its links to the motorway it is likely to remain attractive to occupiers, perhaps most likely to be attractive to a small industrial occupier.

Highways and Transport

Site is located 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

No known issues/constraints.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The eastern section of the site is crossed by a 525mm combined sewer and a 400mm trunk water main for which protection measures will be required in the form of easements or diversions. The western parcel is crossed by a 450mm combined sewer and a 150mm combined storm overflow for which protection measures will be required in the form of easements or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(15): Land adjacent to Sarn Park Services

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|----------------------------|---|-------------|--|
| ENT1(15): Land adjacent to Sarn Park Services | 2.7 ha | Employment Site | B1 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.7ha Long 28/29 – 32/33: 0ha |

Site Description

Greenfield site wedged between the M4 and A4063 immediately south of Sarn village and adjoining Sarn Park services at M4 J36.

Key Site Issues and Constraints

Market Commentary

The Economic Evidence Base Study (2019) concluded that this is an attractive site for logistics/ warehouse occupiers, and represents one of the very few in the Borough that should be retained to allow for market choice. The site's location and configuration make it attractive to B8 occupier, and it is most likely to come forward with a pre-let in place.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is located within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to the public sewer, although some level of offsite sewers and mains will be required. Site is crossed by 1000mm trunk water main and a 600mm trunk water main for which protection measures will be required in the form of easement widths or diversions. The north eastern parcel of the site is within Welsh Water's ownership and contains a water pumping station (WPS). As such, this parcel cannot be developed and the WPS requires consideration in any future development. These elements may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(16): Land west of Maesteg Road, Tondu

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|--|----------------------------|---|-------------|--|
| ENT1(16): Land west of Maesteg Road, Tondu | 0.3 ha | Employment Site | B1 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha |

| | | | |
|---|--|--|--|
| | | | <p>August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.3ha Long 28/29 – 32/33: 0ha</p> |
| <p>Site Description</p> <p>The site is located on the western edge of Tondu village 2.5 kms north of M4 J36. The core of site was previously developed land (NCB offices). Access is via the A4063, which to facilitate the full development of the whole site requires upgrade.</p> | | | |
| <p>Key Site Issues and Constraints</p> <p><u>Market Commentary</u></p> <p>The site would be suitable for small flexible workspace units and is likely to come forward as a cross funded development with a residential element</p> <p>The scheme currently in planning proposes only a very minor element of employment as part of mixed use proposal (0.25 Ha).</p> <p><u>Highways and Transport</u></p> <p>Site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p><u>Air Quality</u></p> <p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p><u>Flood Risk</u></p> <p>The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p><u>Land Ownership</u></p> <p>No known issues/constraints.</p> <p><u>Protected Environmental / Ecological Species and Designations</u></p> <p>The site includes Ancient Woodland and Important Trees, Hedgerows or TPOs. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p><u>Utilities</u></p> <p>Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.</p> | | | |

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(17): Isfryn Industrial Estate, Blackmill

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|---------------------|--|----------|--|
| ENT1(17): Isfryn Industrial Estate, Blackmill | 0.4 ha | Employment Site | B1,B2,B8 | <u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.4ha |

Site Description

The site is four miles north of M4 J36 and comprises an office building and three large industrial buildings all occupied by Coppice Alupack, a metals manufacturing firm. The existing employment site is fully built-out, with a relatively high floorspace density.

Key Site Issues and Constraints

Market Commentary

The site remains attractive to existing single occupier, Coppice and the Economic Evidence Base Study (2019) recommended that the site should remain within the employment land supply on this basis.

Highways and Transport

The site is located 2km beyond the Strategic Road Network but within 500m of an identified traffic congestion point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

Flood Risk

Ogwr Fach bounds the site to the south east and flows through the site, giving rise to potential impacts on water quality from development. As such, an assessment of water quality impacts should be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

No known issues/constraints.

Utilities

Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 6" combined sewer for which protection measures will be required in the form of an easement of diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

Utilities

To be delivered in accordance with the Infrastructure Development Plan.

Key Supporting Information Requirements

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

ENT1(18): Abergarw Industrial Estate, Brynmenyn

| Site Allocation Name / Ref | Available Land (ha) | Allocation Type (Housing, Employment, Mixed Use) | Uses | Availability |
|---|---------------------|--|----------|--|
| ENT1(18): Abergarw Industrial Estate, Brynmenyn | 1.4 ha | Employment Site | B1,B2,B8 | <p><u>Already Delivered</u> August 2018: 0.88ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.88ha Medium 23/24 – 27/28: 0.52ha Long 28/29 – 32/33: 1.4ha</p> |

Site Description

Located east of the A4064 at Abergarw and within 1.5 kms of J36 M4, the site is predominantly flat. Access is from Abergarw Road that also serves Ogmores School (a special needs school), which could give rise to conflict. The parcel of available land is at the eastern end of the estate

Key Site Issues and Constraints

Market Commentary

Established industrial area with a mix of age and size of units. The estate is well occupied and is likely to remain popular given its access to the motorway.

Highways and Transport

No known issues/constraints.

Flood Risk

The site is situated immediately south east of Ogmores River, giving rise to potential impacts on the water environment from construction and operational activities. As such, for proposals

discharging into the Ogmore River, an assessment of water quality impacts should be undertaken.

Land Ownership

No known issues/constraints.

Protected Environmental / Ecological Species and Designations

The site is located within 1km of Blackmill Woodlands SAC and SSSI, however development is not considered likely to result in an any adverse impact.

Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 450mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

No known issues/constraints.

Contamination/Remediation

No known issues/constraints.

Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:

Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

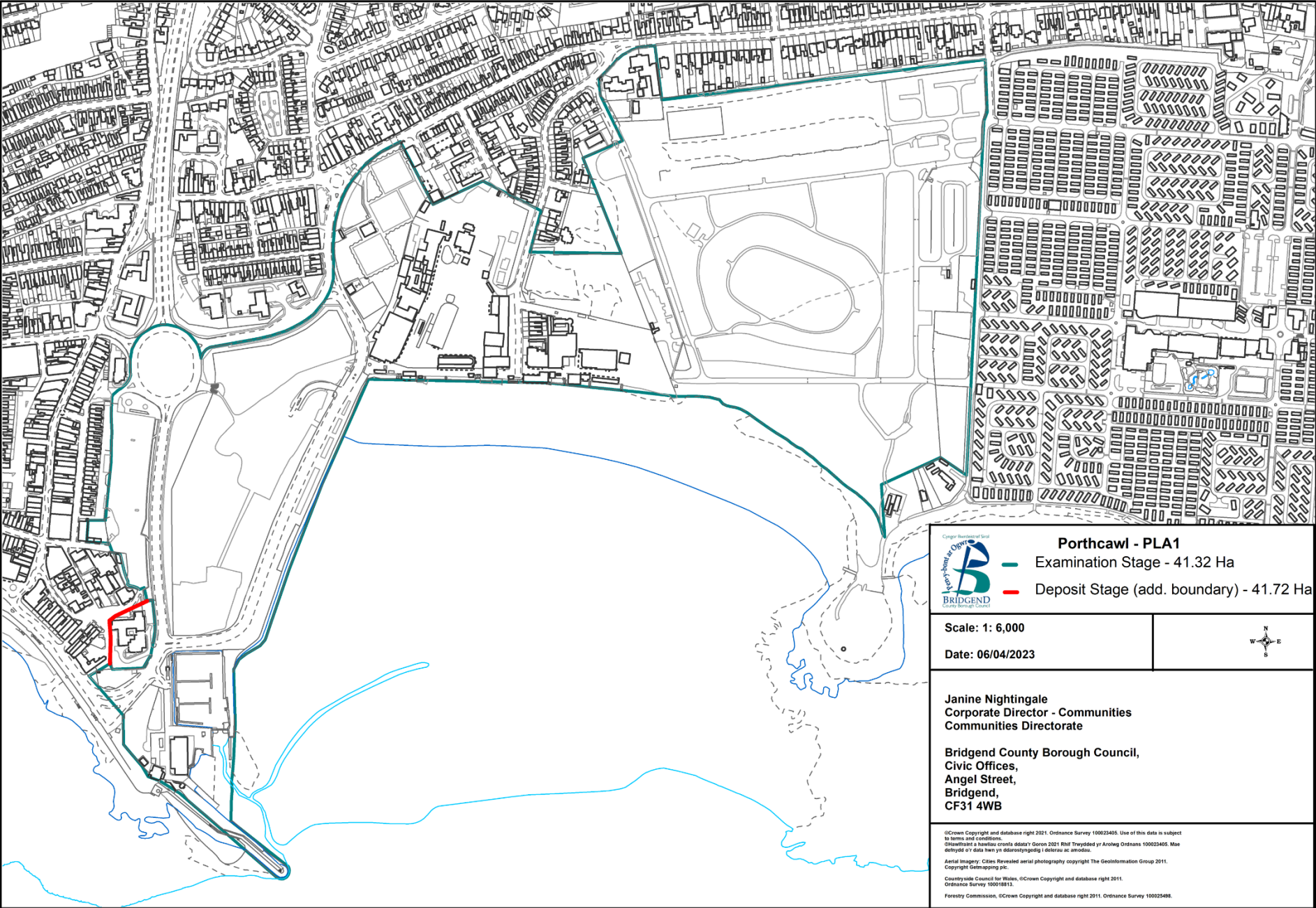
Utilities

To be delivered in accordance with the Infrastructure Development Plan.

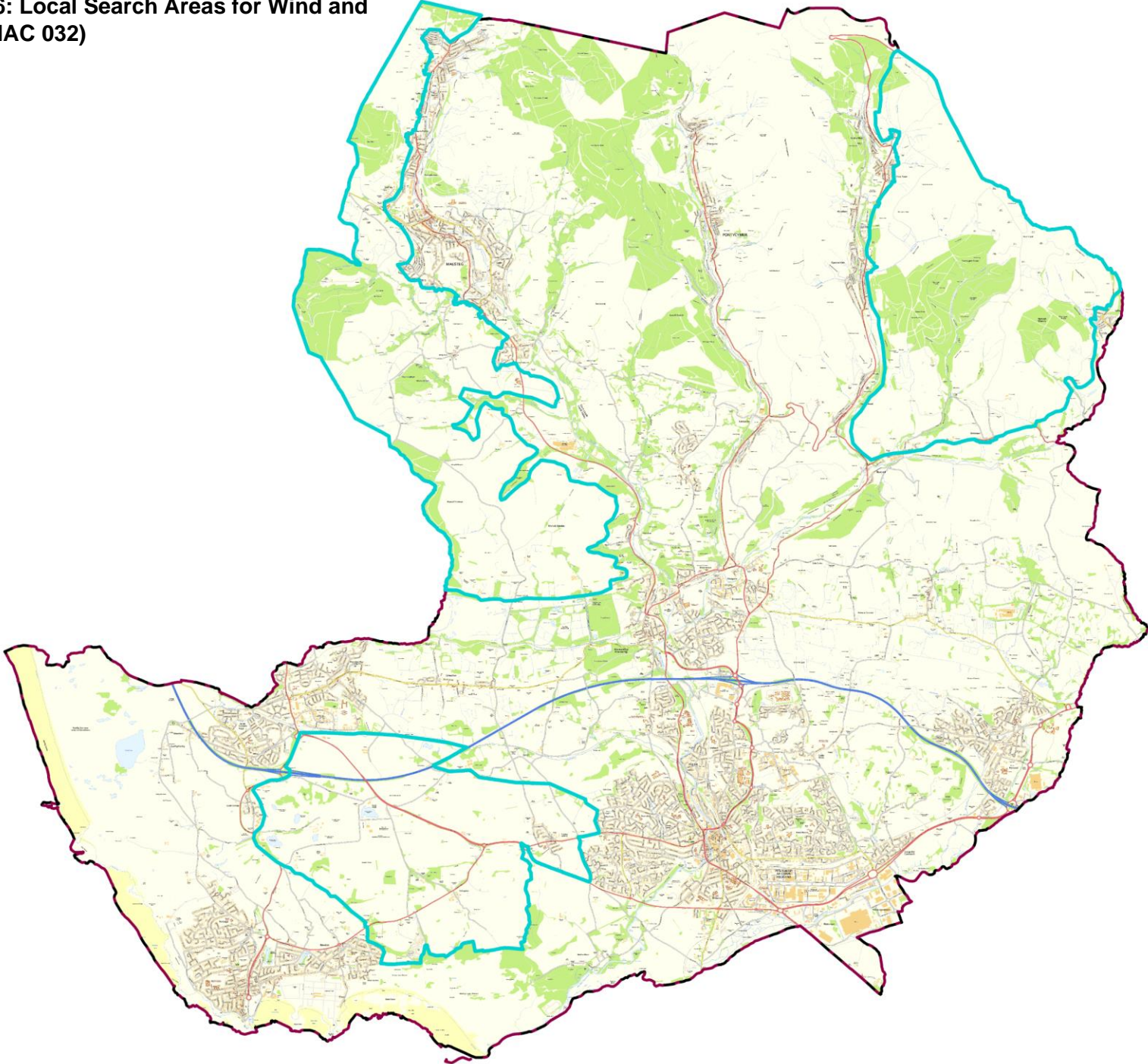
Key Supporting Information Requirements





- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

Schedule 1, Appendix 4: Porthcawl Waterfront Boundary Amendment (Map MAC 043)



Schedule 1, Appendix 6: Local Search Areas for Wind and Solar Inset Map (Map MAC 032)



| | |
|--|---|
|  <p>BRIDGEND COUNTY BOROUGH</p> | |
|  | Local Search Areas |
|  | BCBC Boundary |
| Scale: 1: 80,000 |  |
| Date: 16/06/2023 | |
| <p>Janine Nightingale Corporate Director - Communities Communities Directorate</p> <p>Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB</p> | |
| <small>© Crown Copyright and database right 2021. Ordnance Survey 100023485. Use of this data is subject to terms and conditions. Bridgend's location is shown on the map. © Crown Copyright and database right 2021. Ordnance Survey 100023485. Use of this data is subject to terms and conditions. Aerial Imagery: © Crown Copyright and database right 2021. Ordnance Survey 100023485. Use of this data is subject to terms and conditions. Countrywide Coverage for Wind: © Crown Copyright and database right 2021. Ordnance Survey 100023485. Use of this data is subject to terms and conditions. Forestry Commission, © Crown Copyright and database right 2021. Ordnance Survey 100023485. Use of this data is subject to terms and conditions.</small> | |

Schedule 1, Appendix 7: Illustrative Strategic Site Masterplans (MAC 007)

Concept masterplans for each strategic site are provided below for illustration purposes only. The final masterplans will be refined as part of future planning applications in accordance with the respective masterplan development principles detailed in Policies PLA1-5. Further consultation will also be undertaken as part of the Pre-Application Consultation process.

SP2(1) Porthcawl Waterfront



SP2(2) Land South of Bridgend



SP2(3) Land West of Bridgend



SP2(4) Land East of Pencoed



SP2(5) Land East of Pyle



Schedule 1, Appendix 8: Housing Trajectory

Table 1: The Timing and Phasing of Allocations (2018-2033)

| Settlement Tier / Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|------------------------------------|------------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|----|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/G | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Bridgend (Sustainable Growth Area) | Land South of Bridgend | 847 | Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase) | 14 weeks (per phase) | 8 weeks (per application) | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 100 | 120 | 120 | 120 | 120 | 120 | 120 | 107 | 0 |
| Bridgend (Sustainable Growth Area) | Land West of Bridgend | 850 | Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase) | 14 weeks (per phase) | 8 weeks (per application) | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 40 |
| Bridgend (Sustainable Growth Area) | Parc Afon Ewenni | 675 | Pre-application: 6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to | 14 weeks (per phase) | 8 weeks (per application) | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 0 |

| Settlement Tier /Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|--------------------------------------|--------------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|----|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| | | | collate and produce a PAC report per phase) | | | | | | | | | | | | | | | | | | | | | |
| Bridgend (Sustainable Growth Area) | Craig-y-Parcau, Bridgend | 110 | Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Porthcawl (Regeneration Growth Area) | Porthcawl Waterfront | 1115 | Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase) | 16 weeks (per phase) | 8 weeks (per application) | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 95 |

| Settlement Tier /Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|-----|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Pencoed (Sustainable Growth Area) | Land East of Pencoed | 770 | 6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase) | 14 weeks (per phase) | 8 weeks (per application) | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 100 | 120 | 120 | 120 | 120 | 120 | 120 | 0 | 0 |
| Pyle, Kenfig Hill and N Cornelly (Sustainable Growth Area) | Land East of Pyle | 2000 | Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase) | 16 weeks (per phase) | 8 weeks (per application) | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 943 |
| Pont Rhyd-y-eyff (Maesteg and the Llynfi Valley Regeneration Growth Area) | Land South West of Pont Rhyd-y-eyff | 130 | Pre-application: 6 weeks PAC: 6 weeks 4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | - | - | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 45 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Settlement Tier / Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|---|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area) | Land South East of Pont Rhyd-y-cyff | 140 | Pre-application: 6 weeks PAC: 42 days (28 days minimum with a period of 14 days to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | - | - | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 40 | 40 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area) | Land South of Pont Rhyd-y-cyff | 102 | Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 45 | 12 | 0 | 0 | 0 | 0 | 0 |

Table 2: The Timing and Phasing of Sites with Planning Permission (2018-2033)

| Settlement Tier / Growth Area | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | Units phased beyond the plan-period |
|--|---|---------------------|----------------------------------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------------------------------|
| | | | Completions | U/C | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | 2031-32 | 2032-33 | |
| Valleys Gateway (Main Settlement) | LAND OFF MAESTEG ROAD, TONDU | 405 | 0 | 0 | - | - | - | 10 | 60 | 60 | 60 | 60 | 60 | 60 | 35 | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | PARC DERWEN, BRIDGEND | 1577 | 1455 | 10 | 157 | 94 | 19 | 54 | 68 | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | LAND AT LLANGEWYDD ROAD, CEFN GLAS, BRIDGEND | 194 | 109 | 14 | 1 | 61 | 47 | 44 | 41 | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | YSGOL BRYN CASTELL (PHASE 2), BRIDGEND | 127 | 0 | 0 | - | - | - | 20 | 60 | 47 | - | - | - | - | - | - | - | - | - | - |
| Porthcawl (Main Settlement, Regeneration Growth Area) | THE REST CONVALESCENT HOME, PORTHCRAWL | 69 | 34 | 35 | - | 24 | 10 | 35 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | SUNNYSIDE ROAD (LAND OFF), BRIDGEND | 59 | 0 | 19 | - | - | - | - | 59 | - | - | - | - | - | - | - | - | - | - | - |
| Pen-y-fai (Local Settlement) | ALL SAINTS WAY (LAND SOUTH OF), PENYFAI | 20 | 7 | 10 | - | - | 7 | 13 | - | - | - | - | - | - | - | - | - | - | - | - |
| Porthcawl (Main Settlement, Regeneration Growth Area) | MEADOW LANE (LAND AT), PORTHCRAWL | 24 | 0 | 24 | - | - | - | 24 | - | - | - | - | - | - | - | - | - | - | - | - |
| Porthcawl (Main Settlement, Regeneration Growth Area) | RONNIES COMMERCIAL, CLOS YR ORSAF, PORTHCRAWL | 10 | 0 | 10 | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| Cefn-Cribwr (Local Settlement) | BEDFORD ROAD, CEFN CRIBBWR | 10 | 0 | 0 | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - |

| Settlement Tier / Growth Area | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | |
|---|--|---------------------|----------------------------------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------------------------------|
| | | | Completions | U/C | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | 2031-32 | 2032-33 | Units phased beyond the plan-period |
| Bettws (Local Settlement) | HEOL DEWI SANT (REAR OF), BETTWS | 23 | 22 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Pencoed (Main Settlement, Sustainable Growth Area) | LAND SOUTH OF HENDRE ROAD, PENCOED | 205 | 204 | 1 | 2 | 2 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | COWBRIDGE ROAD (REAR OF), BRIDGEND | 10 | 0 | 10 | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | PARK STREET, COED-PARC, BRIDGEND | 15 | 3 | 3 | - | - | 3 | 12 | - | - | - | - | - | - | - | - | - | - | - | - |
| Porthcawl (Main Settlement, Regeneration Growth Area) | FORMER ST. JOHN'S SCHOOL, NETWON, PORTHCAWL | 56 | 0 | 0 | - | - | - | 10 | 46 | - | - | - | - | - | - | - | - | - | - | - |
| Valleys Gateway (Main Settlement) | PARC-TYN-Y-COED, BRYNCETHIN | 273 | 264 | 4 | - | - | - | 9 | - | - | - | - | - | - | - | - | - | - | - | - |
| Porthcawl (Main Settlement, Regeneration Growth Area) | ST CLARES CONVENT, CLEVIS HILL, PORTHCAWL | 11 | 0 | 0 | - | - | - | 5 | 6 | - | - | - | - | - | - | - | - | - | - | - |
| Porthcawl (Main Settlement, Regeneration Growth Area) | 47-49 WOODLAND AVENUE (Land Between), PORTHCAWL | 10 | 0 | 0 | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | WATERTON MANOR & LANE (LAND AT) WATERTON, BRIDGEND | 39 | 0 | 0 | - | - | - | - | 26 | 13 | - | - | - | - | - | - | - | - | - | - |
| Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area) | LAND AT CROFT GOCH ROAD, KENFIG HILL | 21 | - | - | - | - | - | - | - | 21 | - | - | - | - | - | - | - | - | - | - |

| Settlement Tier / Growth Area | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | |
|--|---|---------------------|----------------------------------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------------------------------|
| | | | Completions | U/C | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | 2031-32 | 2032-33 | Units phased beyond the plan period |
| Pencoed (Main Settlement, Sustainable Growth Area) | FORMER PENCOED RAOB SOCIAL CLUB HEOLY GROES, PENCOED | 24 | - | - | - | - | - | - | 24 | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | NORTH EAST BRACKLA REGENERATION AREA, BRIDGEND | 558 | 558 | - | 147 | 178 | 112 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | JUBILEE CRESCENT, BRIDGEND | 48 | 48 | - | 48 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | PARC FARM, NORTH EAST OF PARC DERWEN, BRIDGEND | 24 | 24 | - | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Laleston (Local Settlement) | OYSTERCATCHER PH, CAR PARK AND LAND BEHIND, HIGH STREET, LALESTON | 10 | 10 | - | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | COURT ROAD 11, GAYLARD BUILDINGS, BRIDGEND | 17 | 17 | - | 17 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | FORMER OCLP CLUBHOUSE, ELM CRESCENT, BRIDGEND | 18 | 18 | - | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Valleys Gateway (Main Settlement) | OGMORE COMPREHENSIVE SCHOOL, BRYNCETHIN | 117 | 117 | - | 53 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Valleys Gateway (Main Settlement) | FORMER ARCHBISHOP MCGRATH SCHOOL (LAND AT) - SITE A, TONDU | 44 | 44 | - | 44 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| Settlement Tier / Growth Area | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|---|---|---------------------|----------------------------------|-----|---------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------------------------------|---|
| | | | Completions | U/C | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | 2031-32 | 2032-33 | Units phased beyond the plan period | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | RHIW / BRACKLA STREET SHOPPING CENTRE, BRIDGEND | 38 | 38 | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area) | BRIDGEND ROAD, FORMER SCHOOL PLAYING FIELD, MAESTEG | 37 | 37 | - | - | 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | BRYN BRAGL, BRACKLA, BRIDGEND | 14 | 14 | - | - | - | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Pencoed (Main Settlement, Sustainable Growth Area) | PENCOED PRIMARY SCHOOL | 40 | 40 | - | - | - | 40 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Heol-y-Cyw (Local Settlement) | HEOLY CYW PRIMARY SCHOOL | 13 | 13 | - | - | - | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area) | AELY BRYN 65-66 (LAND TO REAR OF), NORTH CORNELLY | 23 | 23 | - | - | - | 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Valleys Gateway (Main Settlement) | LAND AT ABERGARW FARM, BRYNMENYN | 26 | 26 | 0 | 9 | 9 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| SMAL SITES | | | | | 58 | 54 | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| * Grey boxes represent completed sites / years | | | | | Total Completions: | | 579 | 477 | 346 | 278 | 390 | 141 | 60 | 60 | 60 | 60 | 35 | 0 | 0 | 0 | 0 |

Table 3: Anticipated Annual Build Rate Calculation

| LDP Year | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
|----------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| A | Year | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | 2031-32 | 2032-33 |
| B | Remaining Years | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| C | Total Housing Provision | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 | 9207 |
| D | Total LDP Housing Requirement | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 |
| E | Actual completions on large sites during year | 521 | 423 | 296 | | | | | | | | | | | | |
| F | Actual completions small sites during year | 58 | 54 | 50 | | | | | | | | | | | | |
| G | Anticipated completions on allocated sites during year | 0 | 0 | 0 | 0 | 0 | 20 | 265 | 605 | 751 | 741 | 716 | 683 | 671 | 671 | 538 |
| H | Anticipated land bank completions during year | 0 | 0 | 0 | 278 | 390 | 141 | 60 | 60 | 60 | 60 | 35 | 0 | 0 | 0 | 0 |
| I | Anticipated completions large windfall during year | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| J | Anticipated completion small windfall during year | 0 | 0 | 0 | 0 | 0 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 |
| K | Total completions | 579 | 477 | 346 | 278 | 390 | 267 | 431 | 771 | 917 | 907 | 857 | 789 | 777 | 777 | 644 |
| L | Anticipated Annual Build Rate —Total anticipated annual completions (G+H+I+J) adjusted with x% adjustment factor to future completions. The adjustment factor is not applied to any actual completions recorded in row E & F. | | | | 220 | 308 | 211 | 341 | 610 | 725 | 717 | 678 | 624 | 615 | 615 | 509 |
| M | Total projected cumulative completions | 579 | 1056 | 1402 | 1622 | 1930 | 2141 | 2482 | 3092 | 3817 | 4535 | 5213 | 5837 | 6451 | 7066 | 7575 |
| N | Remaining housing completions (housing requirement minus projected completions by year) | 6996 | 6519 | 6173 | 5953 | 5645 | 5434 | 5093 | 4483 | 3758 | 3040 | 2362 | 1738 | 1124 | 509 | 0 |

Figures may not sum to exact total due to rounding

Figure 1: Housing Development Trajectory 2018-2033

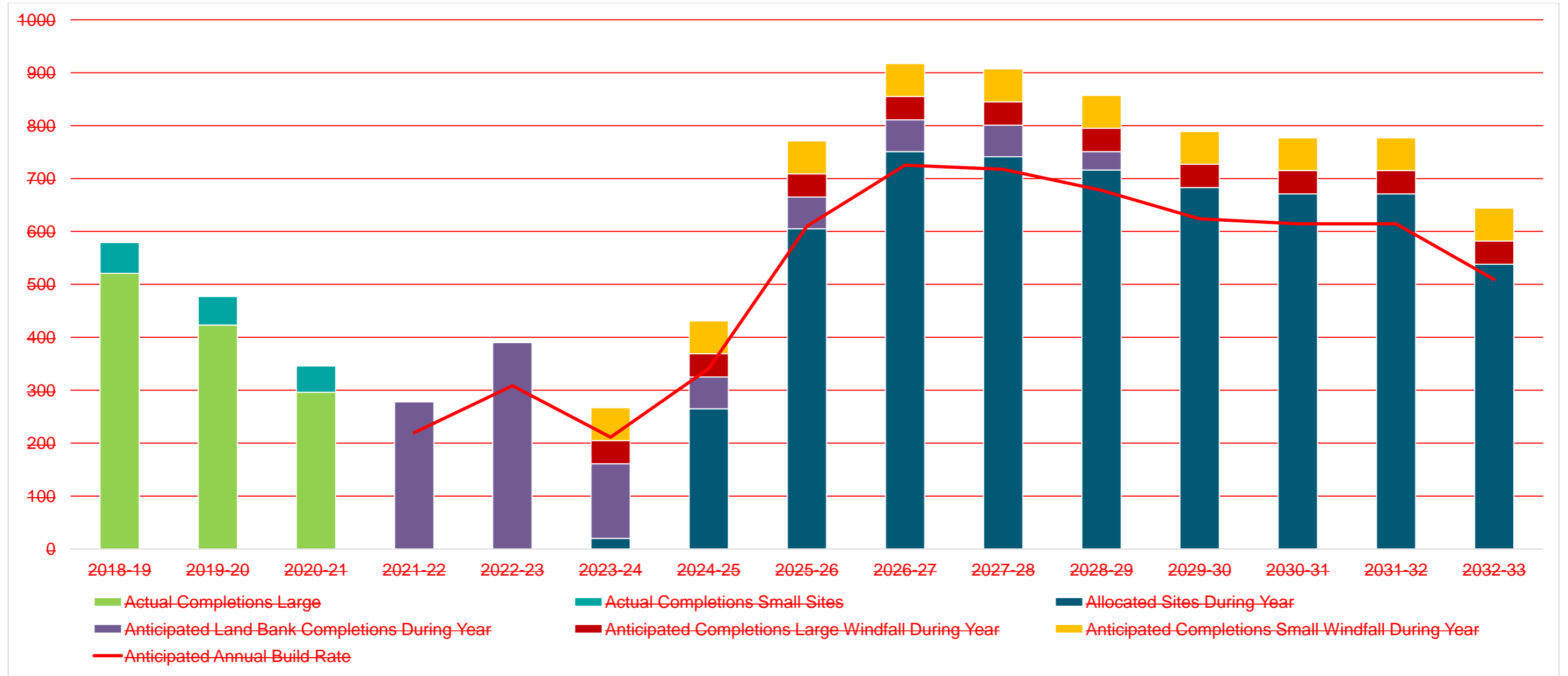


Table 1: The Timing and Phasing of Allocations (2018-2033)

| Settlement Tier / Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|------------------------------------|--------------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|----|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Bridgend (Sustainable Growth Area) | Land South of Bridgend | 788 | Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase) | 14 weeks (per phase) | 8 weeks (per application) | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 0 |
| Bridgend (Sustainable Growth Area) | Land West of Bridgend | 850 | Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase) | 14 weeks (per phase) | 8 weeks (per application) | | | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 20 |
| Bridgend (Sustainable Growth Area) | Craig y Parcau, Bridgend | 108 | Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a | 10 weeks | 8 weeks | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 50 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Settlement Tier / Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|--------------------------------------|----------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|-----|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| | | | PAC report per phase) | | | | | | | | | | | | | | | | | | | | | |
| Porthcawl (Regeneration Growth Area) | Porthcawl Waterfront | 1100 | Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase) | 16 weeks (per phase) | 8 weeks (per application) | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 320 |
| Pencoed (Sustainable Growth Area) | Land East of Pencoed | 804 | 6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase) | 14 weeks (per phase) | 8 weeks (per application) | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 0 |

| Settlement Tier / Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|------|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Pyle, Kenfig Hill and N Cornelly (Sustainable Growth Area) | Land East of Pyle | 2003 | Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase) | 16 weeks (per phase) | 8 weeks (per application) | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 1033 |
| Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area) | Land South West of Pont Rhyd-y-cyff | 130 | Pre-application: 6 weeks PAC: 6 weeks 4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | | | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 45 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area) | Land South East of Pont Rhyd-y-cyff | 140 | Pre-application: 6 weeks PAC: 42 days (28 days minimum with a period of 14 days to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | | | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 40 | 40 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |

| Settlement Tier / Growth Zone | Allocated Site Name | Total Site Capacity | Time lag to construction start in months | | | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|---|---|---------------------|---|---|--|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|---|
| | | | Time period for pre-application discussions/ PAC consultation | Time between submission of planning application and determination | Time taken from planning consent to the discharge of relevant conditions to enable site construction | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area) | Land South of Pont Rhyd-y-cyff | 102 | Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase) | 10 weeks | 8 weeks | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 25 | 25 | 37 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maesteg and the Llynfi Valley Regeneration Growth Area | Former Cooper Standard Site, Ewenny Road, Maesteg | 205 | Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report) | 10 weeks | 8 weeks | | | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 40 | 40 | 40 | 40 | 25 | 0 | 0 | 0 | 0 | 0 |

Table 2: The Timing and Phasing of Sites with Planning Permission (2018-2033)

| Settlement Tier / Growth Area | Planning Application | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | |
|--|---|---|---------------------|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|
| | | | | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period |
| Valleys Gateway (Main Settlement) | P/19/915/RES | LAND OFF MAESTEG ROAD, TONDU | 405 | 20 | 8 | | | | | 20 | 60 | 60 | 60 | 60 | 60 | 60 | 25 | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/18/1006/FUL | YSGOL BRYN CASTELL (PHASE 2), BRIDGEND | 127 | 70 | 24 | | | | 13 | 57 | 57 | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/18/983/FUL | SUNNYSIDE ROAD (LAND OFF), BRIDGEND | 59 | 0 | 19 | | | | | 0 | 59 | | | | | | | | | | |
| Bettws (Local Settlement) | P/19/147/FUL | HEOL DEWI SANT (REAR OF), BETTWS | 23 | 22 | 1 | | | | | 0 | 1 | | | | | | | | | | |
| Pencoed (Main Settlement, Sustainable Growth Area) | P/09/435/OUT | LAND SOUTH OF HENDRE ROAD, PENCOED | 205 | 204 | 0 | 2 | 2 | 1 | | 0 | 1 | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/15/693/FUL | 69-73 COWBRIDGE ROAD (REAR OF), BRIDGEND | 10 | 0 | 0 | | | | | 0 | 5 | 5 | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/16/610/FUL | PARK STREET, COED PARC, BRIDGEND | 15 | 4 | 2 | | | 3 | 1 | 0 | 6 | 5 | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/20/263/FUL | FORMER ST. JOHN'S SCHOOL, NETWON, PORTHCAWL | 57 | 24 | 24 | | | | | 24 | 33 | | | | | | | | | | |
| Valleys Gateway (Main Settlement) | P/19/182/RES (Phase 2) | PARC TYN Y COED, BRYNCETHIN | 273 | 265 | 3 | | | | | 1 | 8 | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/19/352/RES P/21/60/FUL P/21/273/FUL | ST CLARES CONVENT, CLEVIS HILL, PORTHCAWL | 11 | 0 | 7 | | | | | 3 | 8 | | | | | | | | | | |

| Settlement Tier / Growth Area | Planning Application | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | |
|---|---|--|---------------------|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|
| | | | | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/14/185/FUL P/20/638/NMA | WATERTON MANOR & LANE (LAND AT) WATERTON, BRIDGEND | 39 | 26 | 0 | | | | | 26 | 13 | | | | | | | | | | |
| Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area) | P/18/829/FUL | LAND AT CROFT GOCH ROAD, KENFIG HILL | 21 | 0 | 0 | | | | | 0 | 0 | 21 | | | | | | | | | |
| Pencoed (Main Settlement, Sustainable Growth Area) | P/20/214/FUL | FORMER PENCOED RAOB SOCIAL CLUB HEOL Y GROES, PENCOED | 24 | 0 | 24 | | | | | 0 | 24 | | | | | | | | | | |
| Pencoed (Main Settlement, Sustainable Growth Area) | P/20/99/FUL | TRINITY CHAPEL, PENYBONT ROAD, PENCOED | 12 | 0 | 0 | | | | | 0 | 12 | | | | | | | | | | |
| Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area) | P/14/390/FUL P/21/547/RLX | LAND AT NANTYFYLLON RFC, BLOSSE STREET, MAESTEG | 36 | 23 | 4 | | | | | 23 | 13 | | | | | | | | | | |
| Ogmore Valley (Local Settlement, Regeneration Area) | P/04/252/FUL P/21/831/NMA P/22/65/FUL | CWRT TY MAWR, NORTH ROAD, OGMORE VALE | 13 | 12 | 1 | | | | | 6 | 1 | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/20/415/FUL | FORMER GLAMORGAN HOLIDAY HOME, THE SQUARE | 52 | 0 | 0 | | | | | 0 | 52 | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/22/115/FUL | OLD STATION YARD FORMER MOT PORTHCRAWL | 20 | 0 | 0 | | | | | 0 | 20 | | | | | | | | | | |
| Valleys Gateway (Main Settlement) | P/21/1092/FUL | FORMER GLAN YR AFON CARE HOME HEOL YR YSGOL YNYSAWDRE | 35 | 0 | 0 | | | | | 0 | 35 | | | | | | | | | | |
| Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area) | P/22/34/FUL | FORMER BLAENLLYNFI INFANT SCHOOL, GROSVENOR TERRACE, MAESTEG | 20 | 0 | 0 | | | | | 0 | 0 | 20 | | | | | | | | | |

| Settlement Tier / Growth Area | Planning Application | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | |
|--|------------------------------|---|---------------------|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|
| | | | | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/18/758/FUL | FORMER PORTHCAWL HOTEL, 7-11 JOHN STREET, PORTHCAWL | 17 | 0 | 0 | | | | | 0 | 0 | 17 | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/19/624/FUL P/19/656/RES | PARC DERWEN, BRIDGEND | 1577 | 1506 | 0 | 157 | 94 | 19 | 51 | 71 | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/18/145/RES | LAND AT LLANGEWYDD ROAD, CEFN GLAS, BRIDGEND | 194 | 194 | 0 | 1 | 61 | 47 | 51 | 34 | | | | | | | | | | | |
| Pen-y-fai (Local Settlement) | P/17/1073/FUL | ALL SAINTS WAY (LAND SOUTH OF), PENYFAI | 20 | 20 | 0 | | | 7 | 10 | 3 | | | | | | | | | | | |
| Cefn Cribwr (Local Settlement) | P/18/286/NMA | BEDFORD ROAD, CEFN CRIBBWR | 10 | 10 | 0 | | | | | 10 | | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/16/609/FUL | 47 - 49 WOODLAND AVENUE (Land Between), PORTHCAWL | 10 | 10 | 0 | | | | | 10 | | | | | | | | | | | |
| Valleys Gateway (Main Settlement) | P/18/1012/FUL | THE OLD BAKEHOUSE, MAESTEG ROAD, TONDU | 10 | 10 | 0 | | | | | 10 | | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/18/920/FUL | RONNIES COMMERCIAL, CLOS YR ORSAF, PORTHCAWL | 10 | 10 | | | | | 10 | | | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/18/908/FUL | MEADOW LANE (LAND AT), PORTHCAWL | 24 | 24 | | | | | 24 | | | | | | | | | | | | |
| Porthcawl (Main Settlement, Regeneration Growth Area) | P/17/273/RLX, P/19/30/RLX | THE REST CONVALESCENT HOME, PORTHCAWL | 69 | 69 | | | 24 | 10 | 35 | | | | | | | | | | | | |

| Settlement Tier / Growth Area | Planning Application | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | |
|--|--|---|---------------------|----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|--|
| | | | | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/13/246/OUT, P/14/464/OUT | NORTH EAST BRACKLA REGENERATION AREA, BRIDGEND | 558 | 558 | | 147 | 178 | 112 | | | | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/15/379/FUL | JUBILEE CRESCENT, BRIDGEND | 48 | 48 | | 48 | | | | | | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/16/985/FUL | PARC FARM, NORTH EAST OF PARC DERWEN, BRIDGEND | 24 | 24 | | 24 | | | | | | | | | | | | | | | | |
| Laleston (Local Settlement) | P/12/476/FUL, P/13/354/FUL, P/13/357/FUL | OYSTERCATCHER PH, CAR PARK AND LAND BEHIND, HIGH STREET, LALESTON | 10 | 10 | | 1 | 1 | 1 | | | | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/16/111/FUL, P/18/64/FUL | COURT ROAD 11, GAYLARD BUILDINGS, BRIDGEND | 17 | 17 | | 17 | | | | | | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/16/606/FUL | FORMER OCLP CLUBHOUSE, ELM CRESCENT, BRIDGEND | 18 | 18 | | 18 | | | | | | | | | | | | | | | | |
| Valleys Gateway (Main Settlement) | P/15/62/FUL | OGMORE COMPREHENSIVE SCHOOL, BRYNCETHIN | 117 | 117 | | 53 | 7 | | | | | | | | | | | | | | | |
| Valleys Gateway (Main Settlement) | P/16/600/FUL | FORMER ARCHBISHOP MCGRATH SCHOOL (LAND AT) - SITE A, TONDU | 44 | 44 | | 44 | | | | | | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/15/60/FUL, P/17/433/FUL | RHIW / BRACKLA STREET SHOPPING CENTRE, BRIDGEND | 38 | 38 | | | 10 | | | | | | | | | | | | | | | |

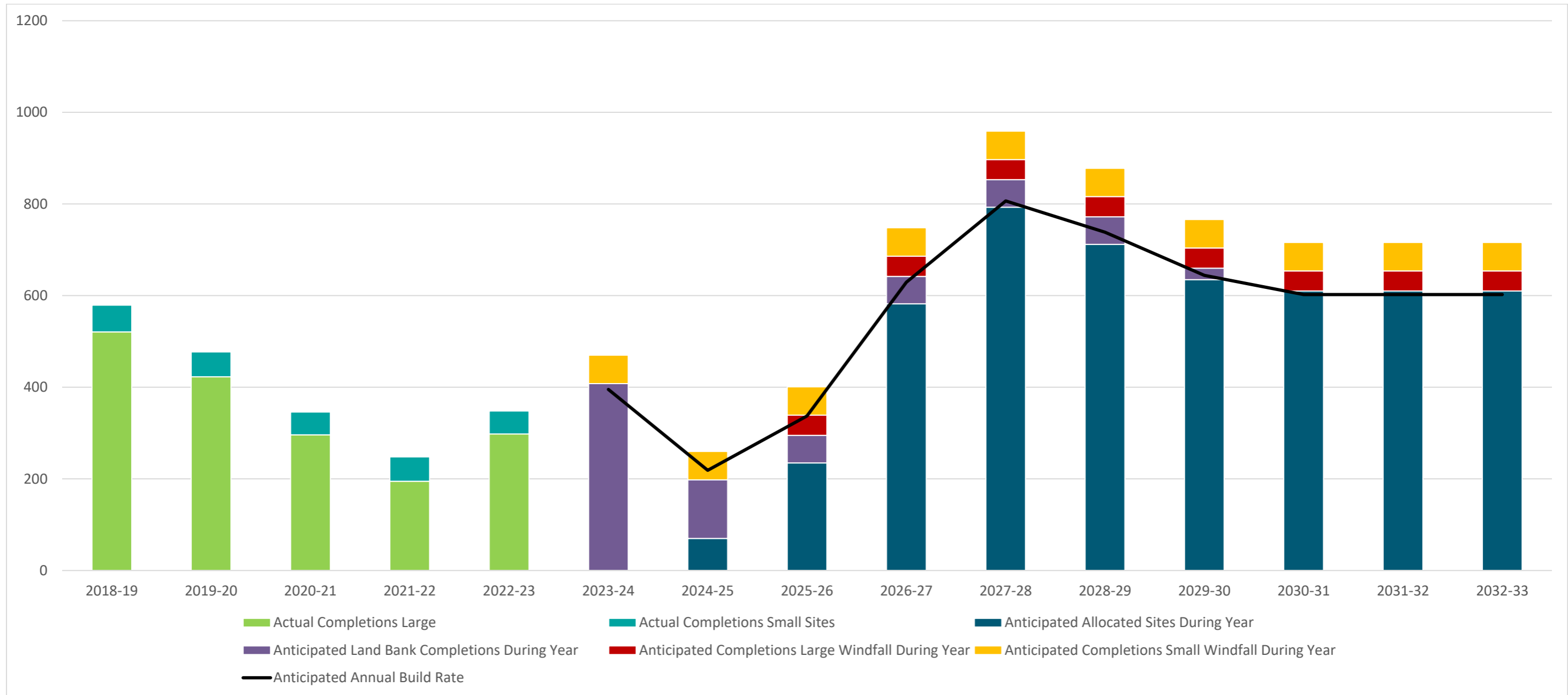
| Settlement Tier / Growth Area | Planning Application | Site Name | Total Site Capacity | Phasing of Development (2018-33) | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|--|---------------------|----------------------------------|-----|---------------------------|-------|-------|------------|------------|------------|------------|------------|-------|-------|-------|-------|-------|-------|-------|-------------------------------------|---|---|---|
| | | | | Completions | U/C | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32 | 32-33 | Units phased beyond the plan period | | | |
| Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area) | P/16/607/FUL | BRIDGEND ROAD, FORMER SCHOOL PLAYING FIELD, MAESTEG | 37 | 37 | | | 37 | | | | | | | | | | | | | | | | | |
| Bridgend (Primary Key Settlement, Sustainable Growth Area) | P/17/393/FUL, P/18/410/FUL | BRYN BRAGL, BRACKLA, BRIDGEND | 14 | 14 | | | | 14 | | | | | | | | | | | | | | | | |
| Pencoed (Main Settlement, Sustainable Growth Area) | P/18/174/FUL | PENCOED PRIMARY SCHOOL | 40 | 40 | | | | 40 | | | | | | | | | | | | | | | | |
| Heol-y-Cyw (Local Settlement) | P/18/759/FUL | HEOL Y CYW PRIMARY SCHOOL | 13 | 13 | | | | 13 | | | | | | | | | | | | | | | | |
| Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area) | P/15/856/FUL | AEL Y BRYN 65 - 66 (LAND TO REAR OF), NORTH CORNELLY | 23 | 23 | | | | 23 | | | | | | | | | | | | | | | | |
| Valleys Gateway (Main Settlement) | P/14/742/OUT | LAND AT ABERGARW FARM, BRYNMENYN | 26 | 26 | | 9 | 9 | 6 | | | | | | | | | | | | | | | | |
| SMAL SITES | | | | | | 58 | 54 | 50 | 53 | 50 | | | | | | | | | | | | | | |
| * Grey boxes represent completed sites / years | | | | | | Total Completions: | | | 579 | 477 | 346 | 248 | 348 | 408 | 128 | 60 | 60 | 60 | 60 | 25 | 0 | 0 | 0 | 0 |

Table 3: Anticipated Annual Build Rate Calculation

| LDP Year | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
|----------|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| A | Year | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 | 2031-32 | 2032-33 |
| B | Remaining Years | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| C | Total Housing Provision | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 | 8628 |
| D | Total LDP Housing Requirement | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 | 7575 |
| E | Actual completions on large sites during year | 521 | 423 | 296 | 195 | 298 | | | | | | | | | | |
| F | Actual completions small sites during year | 58 | 54 | 50 | 53 | 50 | | | | | | | | | | |
| G | Anticipated completions on allocated sites during year | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 235 | 582 | 793 | 712 | 635 | 610 | 610 | 610 |
| H | Anticipated land bank completions during year | 0 | 0 | 0 | 0 | 0 | 408 | 128 | 60 | 60 | 60 | 60 | 25 | 0 | 0 | 0 |
| I | Anticipated completions large windfall during year | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| J | Anticipated completion small windfall during year | 0 | 0 | 0 | 0 | 0 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 62 |
| K | Total completions | 579 | 477 | 346 | 248 | 348 | 470 | 260 | 401 | 748 | 959 | 878 | 766 | 716 | 716 | 716 |
| L | Anticipated Annual Build Rate - Total anticipated annual completions (G+H+I+J) adjusted with x% adjustment factor to future completions. The adjustment factor is not applied to any actual completions recorded in row E & F. | | | | | | 395 | 219 | 337 | 629 | 807 | 739 | 644 | 602 | 602 | 602 |
| M | Total projected cumulative completions | 579 | 1056 | 1402 | 1650 | 1998 | 2393 | 2612 | 2949 | 3579 | 4385 | 5124 | 5768 | 6370 | 6973 | 7575 |
| N | Remaining housing completions (housing requirement minus projected completions by year) | 6996 | 6519 | 6173 | 5925 | 5577 | 5182 | 4963 | 4626 | 3996 | 3190 | 2451 | 1807 | 1205 | 602 | 0 |

Figures may not sum to exact total due to rounding

Figure 1: Housing Development Trajectory 2018-2033



Schedule 1, Appendix 9: Table 7 – Summary of Spatial Distribution of Housing

Table 7: Summary of Spatial Distribution of Housing

Housing Requirement (2018-2033): 7,575 Dwellings

Total Housing Provision (2018-2033): 8,628 Dwellings (inclusive of 1,053 dwelling (14%) flexibility allowance)

| | | Tier 1 | Tier 2 | | | | Tier 3 | |
|----------|--|----------------------------------|--|------------------------------------|---------------------------------|--|-----------------|---|
| | | Bridgend Sustainable Growth Area | Maesteg and the Llynfi Valley Regeneration Growth Area | Porthcawl Regeneration Growth Area | Pencoed Sustainable Growth Area | Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area | Valleys Gateway | Local Settlements (Outside of Growth Areas) |
| A | Total Completions (large and small) | 1,005 | 40 | 70 | 47 | 42 | 143 | 55 |
| | | 1,340 | 93 | 201 | 48 | 47 | 176 | 93 |
| B | Units under construction | 56 | 0 | 69 | 4 | 0 | 4 | 14 |
| | | 45 | 4 | 31 | 24 | 0 | 11 | 2 |
| C | Units with planning permission (large sites) | 398 | 0 | 77 | 24 | 24 | 440 | 13 |
| | | 105 | 29 | 99 | 13 | 21 | 417 | 0 |
| D | New Housing Allocations | 2,442 | 372 | 1,020 | 770 | 1,057 | 0 | 0 |
| | | 1,726 | 577 | 780 | 804 | 970 | 0 | 0 |
| E | Large windfall sites (10+ units) | 120 | 113 | 17 | 0 | 29 | 49 | 112 |
| | | 96 | 91 | 14 | 0 | 23 | 39 | 89 |
| F | Small windfall sites (<10 units) | 169 | 160 | 24 | 1 | 41 | 69 | 156 |
| G | Total Housing Provision | 4,190 | 685 | 1,277 | 843 | 1,190 | 675 | 347 |
| | | 3,481 | 954 | 1,149 | 890 | 1,102 | 712 | 340 |

5. Schedule of MECs

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|--------------------------------|------|----------------------------|----------------|--|---|
| Chapter 1: Introduction | | | | | |
| MEC 001 | 1 | 1.1.1 | Inserted | n | Spelling/grammar |
| MEC 002 | 1 | 1.1.1 | Deleted | Local Development Plan (| Spelling/grammar |
| MEC 003 | 1 | 1.1.1 | Deleted |) | Spelling/grammar |
| MEC 004 | 1 | 1.1.2 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 005 | 1 | 1.1.2 | Inserted | Replacement LDP | Spelling/grammar |
| MEC 006 | 1 | 1.1.2 | Deleted | to underpin preparation of the Replacement Local Development Plan (LDP) 2018-2033. This document has been prepared and is subject to public consultation | Remove references to Deposit Consultation Stage |
| MEC 007 | 1 | 1.1.2 | Deleted | 17 | Update regulation stage |
| MEC 008 | 1 | 1.1.2 | Inserted | 22 | Update regulation stage |
| MEC 009 | 1 | 1.1.3 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 010 | 1 | 1.1.3 | Deleted | Preferred Strategy | Spelling/grammar |
| MEC 011 | 1 | 1.1.3 | Inserted | Deposit Plan | Spelling/grammar |
| MEC 012 | 1 | 1.1.3 | Deleted | 30th September 2019 and 8th November 2019 | Remove references to Deposit Consultation Stage |
| MEC 013 | 1 | 1.1.3 | Inserted | 1st June 2021 and 27th July 2021 | Update consultation dates |
| MEC 014 | 1 | 1.1.3 | Deleted | 15 | Update regulation stage |
| MEC 015 | 1 | 1.1.3 | Inserted | 17 | Update regulation stage |
| MEC 016 | 1 | 1.1.3 | Deleted | the Deposit Plan | Spelling/grammar |
| MEC 017 | 1 | 1.1.3 | Inserted | this Replacement LDP | Spelling/grammar |
| MEC 018 | 1 | 1.1.3 | Deleted | to underpin the Replacement LDP and provides | Spelling/grammar |
| MEC 019 | 1 | 1.1.3 | Inserted | and | Spelling/grammar |
| MEC 020 | 2 | 1.1.4 | Deleted | Deposit | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---------------------------|-------------------------|
| MEC 021 | 3 | 1.2 | Deleted | Deposit | Spelling/grammar |
| MEC 022 | 3 | 1.2 | Inserted | Replacement | Spelling/grammar |
| MEC 023 | 3 | 1.2.1 | Deleted | Preferred Strategy itself | Spelling/grammar |
| MEC 024 | 3 | 1.2.1 | Inserted | Deposit Plan | Spelling/grammar |
| MEC 025 | 3 | 1.2.1 | Deleted | n | Spelling/grammar |
| MEC 026 | 3 | 1.2.1 | Deleted | Initial | Spelling/grammar |
| MEC 027 | 3 | 1.2.1 | Deleted | 16a | Update regulation stage |
| MEC 028 | 3 | 1.2.1 | Inserted | 22 | Update regulation stage |
| MEC 029 | 3 | 1.2.1 | Deleted | Initial | Spelling/grammar |
| MEC 030 | 3 | 1.2.1 | Deleted | or will be | Spelling/grammar |
| MEC 031 | 3 | 1.2.1 | Deleted | Deposit | Spelling/grammar |
| MEC 032 | 3 | 1.2.2 | Deleted | Deposit | Spelling/grammar |
| MEC 033 | 3 | 1.2.4 | Deleted | Deposit | Spelling/grammar |
| MEC 034 | 3 | 1.2.5 | Deleted | Deposit | Spelling/grammar |
| MEC 035 | 3 | 1.2.5 | Deleted | Deposit | Spelling/grammar |
| MEC 036 | 3 | 1.3.1 | Deleted | emerging | Spelling/grammar |
| MEC 037 | 4 | 1.3.1 | Deleted | being | Spelling/grammar |
| MEC 038 | 4 | 1.3.2 | Deleted | emerging | Spelling/grammar |
| MEC 039 | 4 | 1.3.3 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 040 | 4 | 1.3.3 | Inserted | LDP | Spelling/grammar |
| MEC 041 | 4 | 1.3.3 | Deleted | Deposit | Spelling/grammar |
| MEC 042 | 4 | 1.3.3 | Deleted | Deposit | Spelling/grammar |
| MEC 043 | 4 | 1.3.3 | Deleted | G | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|---|
| MEC 044 | 4 | 1.3.3 | Inserted | g | Spelling/grammar |
| MEC 045 | 4 | 1.3.3 | Deleted | Deposit | Spelling/grammar |
| MEC 046 | 4 | 1.3.3 | Inserted | the | Spelling/grammar |
| MEC 047 | 4 | 1.3.3 | Deleted | emerging | Spelling/grammar |
| MEC 048 | 4 | 1.3.3 | Inserted | eplacement | Spelling/grammar |
| MEC 049 | 5 | 1.3.3 | Deleted | Deposit | Spelling/grammar |
| MEC 050 | 5 | 1.3.3 | Deleted | Deposit | Spelling/grammar |
| MEC 051 | 5 | 1.3.3 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 052 | 5 | 1.3.3 | Deleted | Deposit | Spelling/grammar |
| MEC 053 | 5 | 1.4.1 | Deleted | 5th October 2020 | Update Replacement DA date |
| MEC 054 | 5 | 1.4.1 | Inserted | 10th December 2021 | Update Replacement DA date |
| MEC 055 | 5 | 1.5.1 | Deleted | Deposit | Spelling/grammar |
| MEC 056 | 5 | 1.5.1 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 057 | 5 | 1.5.1 | Inserted | Replacement LDP | Spelling/grammar |
| MEC 058 | 6 | Table 1 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 059 | 6 | Table 1 | Inserted | <p>Preferred Strategy To identify the type and scale of spatial change required to achieve the proposed new LDP Vision and Objectives.</p> <p>Initial Consultation Report To outline how the Local Planning Authority (LPA) has undertaken public participation and consultation on the Preferred Strategy in accordance with LDP Regulation 16a. The Report identifies the steps taken to publicise plan preparation, in accordance with the CIS, before</p> | Update table with latest supporting documents |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|--|------------------|
| | | | | <p>outlining the specific bodies engaged, summarising the main issues raised and identifying how the responses have been or will be addressed. The Report provides significant detail on how this key period of consultation influenced development of the Deposit LDP.</p> <p>Deposit Consultation Report To comprehensively document how the LPA has considered all representations made on the Deposit Plan. It summarises the key issues raised throughout the process, including the representations made and recommendations as to how the LPA considers each representation should be addressed. It represents a key pre-requisite to submission of the Replacement LDP in accordance with the latest Replacement DA.</p> <p>The Full Sustainability Appraisal of the Deposit Plan and Non-technical Summary Deposit SA Report To identify any likely significant economic, environmental and social effects of the LDP, and to suggest relevant mitigation measures. This process integrates sustainability considerations into all stages of LDP preparation, and promotes sustainable development.</p> | |
| MEC 060 | 7 | Table 1 | Deleted | Deposit SA Report | Spelling/grammar |
| MEC 061 | 7 | Table 1 | Deleted | namely | Spelling/grammar |
| MEC 062 | 7 | Table 1 | Inserted | namely, | Spelling/grammar |
| MEC 063 | 7 | Table 1 | Deleted | emerging Bridgend R | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|--|---|
| MEC 064 | 7 | Table 1 | Deleted | , which at this stage comprises the LDP Deposit Stage | Spelling/grammar |
| MEC 065 | 7 | Table 1 | Deleted | land-owners | Spelling/grammar |
| MEC 066 | 7 | Table 1 | Inserted | landowners | Spelling/grammar |
| MEC 067 | 7 | Table 1 | Deleted | pre-deposit proposals and/or deposit | Spelling/grammar |
| MEC 068 | 7 | Table 1 | Deleted | 2020 | Update table with latest supporting documents |
| MEC 069 | 7 | Table 1 | Inserted | 2022 | Update table with latest supporting documents |
| MEC 070 | 7 | Table 1 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 071 | 7 | Table 1 | Inserted | LDP | Spelling/grammar |
| MEC 072 | 8 | Table 1 | Inserted | Retail Study Update (2022) To re-analyse trends affecting the retail sector which may impact and influence local retailing within the county borough and how this may change over time. Also, to assess future needs for comparison and convenience retail floorspace to 2033, based on existing market shares. | Update table with latest supporting documents |
| MEC 073 | 9 | Table 1 | Inserted | Allotment Audit (2022) To provide an audit of existing allotment provision in the County Borough. | Update table with latest supporting documents |
| MEC 074 | 9 | Table 1 | Deleted | 2021 | Update table with latest supporting documents |
| MEC 075 | 9 | Table 1 | Inserted | 2022 | Update table with latest supporting documents |
| MEC 076 | 9 | Table 1 | Inserted | Carmarthen Bay, Gower & Swansea Bay Local Seascape Character Assessment (2017) A tool for the management of change in the coastal and marine environment, covering four coastal local planning authorities. It is equivalent to, and overlaps, existing landscape information | Update table with latest supporting documents |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|---|
| | | | | including LANDMAP and landscape character assessments. | |
| MEC 077 | 10 | Table 1 | Inserted | and 2022 | Update table with latest supporting documents |
| MEC 078 | 10 | Table 1 | Inserted | The Study has been updated in light of the new draft TAN 15 and new Flood Map for Planning. | Update table with latest supporting documents |
| MEC 079 | 10 | Table 1 | Deleted | Local Development Plan | Spelling/grammar |
| MEC 080 | 10 | Table 1 | Inserted | LDP | Spelling/grammar |
| MEC 081 | 10 | Table 1 | Deleted | emerging | Spelling/grammar |
| MEC 082 | 10 | Table 1 | Deleted | Local Development Plan | Spelling/grammar |
| MEC 083 | 10 | Table 1 | Inserted | LDP | Spelling/grammar |
| MEC 084 | 11 | Table 1 | Deleted | 2021 | Update table with latest supporting documents |
| MEC 085 | 11 | Table 1 | Inserted | 2022 | Update table with latest supporting documents |
| MEC 086 | 11 | Table 1 | Deleted | Strategic Transport Assessment Technical Note (2021) A technical note to confirm the proposed level of development detailed within the revised LDP can be accommodated within the BCBC Highway Network with suitable mitigation. | Update table with latest supporting documents |
| MEC 087 | 11 | Table 1 | Deleted | 2021 | Update table with latest supporting documents |
| MEC 088 | 11 | Table 1 | Inserted | 2022 | Update table with latest supporting documents |
| MEC 089 | 11 | Table 1 | Deleted | 2020 | Update table with latest supporting documents |
| MEC 090 | 11 | Table 1 | Inserted | 2022 | Update table with latest supporting documents |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|---|
| MEC 091 | 11 | Table 1 | Deleted | 2021 | Update table with latest supporting documents |
| MEC 092 | 11 | Table 1 | Inserted | 2022 | Update table with latest supporting documents |
| MEC 093 | 11 | Table 1 | Deleted | <p>How to Have Your Say</p> <p>1.6.1 Bridgend County Borough Council would welcome your views on the Deposit Plan and a statutory consultation period will be held from 1st June 2021 to 27th July 2021.</p> <p>Due to the Coronavirus pandemic, undertaking face-to-face public exhibitions will not be possible so the consultation will be largely web based. All the documents can be viewed on the Council's website, along with a summary version of the Deposit Draft and an on-line survey at the following address: www.bridgend.gov.uk/ldpconsultation. Hard copies of the survey can be obtained by emailing consultation@bridgend.gov.uk or phoning 01656 643664.</p> <p>Copies are available to inspect during normal opening hours at the Civic Offices, Angel Street, Bridgend. This is strictly subject to any visit being made by prior arrangement. Copies will also be available to inspect at every library in the County Borough.</p> <p>In addition, members of the Strategic Planning Team will be available to answer queries by phone. This will be done on an appointment basis, and bookings can be made by emailing</p> | Remove references to Deposit Consultation Stage |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|----------------|------|----------------------------|----------------|--|---|
| | | | | <p>ldp@bridgend.gov.uk or phoning 01656 643633.</p> <p>1.6.5 The closing date for the submission of comments on the Bridgend Deposit LDP is 5pm on 27th July 2021. Any comments received after this deadline will not be accepted.</p> <p>Visit: www.bridgend.gov.uk/ldpconsultation Email a Copy of the Consultation Form to: consultation@bridgend.gov.uk Post a Copy of the Comment Form to: Consultation, Civic Offices, Angel Street, Bridgend, CF31 4WB Telephone the Strategic Planning Team on 01656 643633 for further information</p> <p>1.6.6 All comments should relate to the questions included in the summary version of the Deposit Plan, which are designed to assist with your representation.</p> | |
| MEC 094 | 12 | 1.7.1 | Deleted | 1.7.1 The full extent of consultation which took place during the Plan preparation will be detailed in the 'Consultation Report on the Deposit Plan'. This report must accompany the Replacement LDP SA/SEA Report and the other supporting documents on deposit, in accordance with LDP Regulation 17 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005. | Remove references to Deposit Consultation Stage |
| MEC 095 | 12 | 1.7.2 | Deleted | then | Spelling/grammar |
| MEC 096 | 12 | 1.6.2 | Inserted | 1.6.2 | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------------------------------------|------|----------------------------|----------------|---|-------------------------|
| Chapter 2: The Spatial Context | | | | | |
| MEC 097 | 15 | 2.2.7 | Deleted | Cribbwr | Spelling/grammar |
| MEC 098 | 15 | 2.2.7 | Inserted | Cribwr | Spelling/grammar |
| MEC 099 | 15 | 2.2.7 | Deleted | Cribbwr | Spelling/grammar |
| MEC 100 | 15 | 2.7.7 | Inserted | Cribwr | Spelling/grammar |
| MEC 101 | 16 | 2.3.1 | Deleted | is estimated to have | Update from 2021 Census |
| MEC 102 | 16 | 2.3.1 | Deleted | 147,049 | Update from 2021 Census |
| MEC 103 | 16 | 2.3.1 | Inserted | 145,500 at the time of the 2021 Census | Update from 2021 Census |
| MEC 104 | 16 | 2.3.1 | Deleted | based on the 2019 Mid-Year Population Estimate | Update from 2021 Census |
| MEC 105 | 16 | 2.3.1 | Deleted | over 5% | Update from 2021 Census |
| MEC 106 | 16 | 2.3.1 | Inserted | 4.5% during | Update from 2021 Census |
| MEC 107 | 17 | 2.4.4 | Deleted | Whilst 3.73 hectares of employment land was developed in 2018/19, t | Future-proof text |
| MEC 108 | 17 | 2.4.4 | Inserted | T | Spelling/grammar |
| MEC 109 | 18 | 2.5.1 | Inserted | LDP | Spelling/grammar |
| MEC 110 | 18 | 2.5.3 | Deleted | Due consideration to | Spelling/grammar |
| MEC 111 | 18 | 2.5.3 | Inserted | Each stage of Plan preparation has duly considered | Spelling/grammar |
| MEC 112 | 18 | 2.5.3 | Deleted | will be demonstrated at each stage of Plan preparation | Spelling/grammar |
| MEC 113 | 18 | 2.5.3 | Deleted | 's development | Spelling/grammar |
| MEC 114 | 18 | 2.5.3 | Deleted | will continually be | Spelling/grammar |
| MEC 115 | 18 | 2.5.3 | Inserted | have been | Spelling/grammar |
| MEC 116 | 21 | 2.6.12 | Deleted | 2033 | Correction |
| MEC 117 | 21 | 2.6.12 | Inserted | 2023 | Correction |
| MEC 118 | 22 | 2.6.13 | Deleted | Local Development Plan | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|--|------|----------------------------|----------------|--|-----------------------------------|
| MEC 119 | 22 | 2.6.13 | Inserted | LDP | Spelling/grammar |
| MEC 120 | 22 | 2.6.15 | Deleted | revised | Spelling/grammar |
| MEC 121 | 22 | 2.6.15 | Inserted | Replacement | Spelling/grammar |
| MEC 122 | 23 | 2.6.17 | Deleted | revised | Spelling/grammar |
| MEC 123 | 23 | 2.6.17 | Inserted | Replacement | Spelling/grammar |
| MEC 124 | 23 | 2.6.18 | Inserted | (ATNM) | Spelling/grammar |
| MEC 125 | 23 | 2.6.19 | Inserted | n LDP | Spelling/grammar |
| MEC 126 | 23 | 2.6.19 | Deleted | Local Development Plan | Spelling/grammar |
| Chapter 3: Key Issues and Drivers | | | | | |
| MEC 127 | 25 | 3.1.1 | Deleted | Deposit LDP | Spelling/grammar |
| MEC 128 | 25 | 3.1.1 | Inserted | Plan as a whole | Spelling/grammar |
| MEC 129 | 26 | Table 2 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 130 | 26 | Table 2 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 131 | 26 | Table 2 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 132 | 27 | Table 2 | Inserted | Future Wales: The National Development Framework Planning Policy Wales | Correction |
| MEC 133 | 27 | Table 2 | Deleted | National Development Framework | Correction |
| MEC 134 | 27 | Table 2 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 135 | 27 | Table 2 | Deleted | 2019 | Update table with latest evidence |
| MEC 136 | 27 | Table 2 | Inserted | 2020 | Update table with latest evidence |
| MEC 137 | 28 | Table 3 | Deleted | 2020 | Update table with latest evidence |
| MEC 138 | 28 | Table 3 | Inserted | 2022 | Update table with latest evidence |
| MEC 139 | 28 | Table 3 | Inserted | Future Wales identifies Pre-Assessed Areas for Wind Energy to help meet future energy needs. Whilst the principle of | Update table with latest evidence |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---|------|----------------------------|----------------|---|---|
| | | | | developing renewable and low carbon energy from all technologies is supported, there is a | |
| MEC 140 | 28 | Table 3 | Deleted | The | Spelling/grammar |
| MEC 141 | 29 | Table 3 | Inserted | Future Wales: The National Development Framework Planning Policy Wales | Correction |
| MEC 142 | 29 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 143 | 30 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 144 | 30 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 145 | 30 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 146 | 30 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 147 | 30 | Table 3 | Deleted | 2020 | Update table with latest evidence |
| MEC 148 | 30 | Table 3 | Inserted | 2022 | Update table with latest evidence |
| MEC 149 | 32 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 150 | 32 | Table 3 | Inserted | Retail Study Update (2022) | Update table with latest evidence |
| MEC 151 | 32 | Table 3 | Inserted | , revised 2021 | Update table with latest evidence |
| MEC 152 | 32 | Table 3 | Inserted | Retail Study Update (2022) | Update table with latest evidence |
| Chapter 4: LDP Strategic Framework | | | | | |
| MEC 153 | 34 | 4.2.1 | Inserted | , Inclusive | Term added in response to Representor 1033's suggestion at Deposit Consultation Stage |
| MEC 154 | 34 | 4.2.2 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 155 | 34 | 4.2.2 | Inserted | LDP | Spelling/grammar |
| MEC 156 | 35 | SOBJ2 | Inserted | , Inclusive | Term added in response to Representor 1033's suggestion at Deposit Consultation Stage |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|--|
| MEC 157 | 46 | SP1 | Deleted | 71.7 | Update to reflect employment land availability following inclusion of Ewenny Road, Maesteg as a mixed-use allocation |
| MEC 158 | 46 | SP1 | Inserted | 68.8 | Update to reflect employment land availability following inclusion of Ewenny Road, Maesteg as a mixed-use allocation |
| MEC 159 | 46 | SP1 | Deleted | 9,207 | Update to reflect housing trajectory |
| MEC 160 | 46 | SP1 | Inserted | 8,628 | Update to reflect housing trajectory |
| MEC 161 | 46 | SP1 | Deleted | 20 | Update to reflect housing trajectory |
| MEC 162 | 46 | SP1 | Inserted | 14 | Update to reflect housing trajectory |
| MEC 163 | 46 | SP1 | Deleted | 1,977 | Update to reflect housing trajectory |
| MEC 164 | 46 | SP1 | Inserted | 1,711 | Update to reflect housing trajectory |
| MEC 165 | 47 | SP1 | Deleted | 2021 | Update latest supporting evidence |
| MEC 166 | 47 | SP1 | Inserted | 2022 | Update latest supporting evidence |
| MEC 167 | 47 | 4.3.27 | Deleted | 1,977 | Update to reflect housing trajectory |
| MEC 168 | 47 | 4.3.27 | Inserted | 1,711 | Update to reflect housing trajectory |
| MEC 169 | 50 | 4.3.34 | Deleted | Deposit Plan | Spelling/grammar |
| MEC 170 | 52 | 4.3.51 | Inserted | less | Correction |
| MEC 171 | 52 | 4.3.51 | Inserted | although the emphasis is on 'town centre first' and maximising regeneration opportunities | Update to reflect Table 6 |
| MEC 172 | 53 | Table 6 | Updated | Updated Spatial Distribution of Housing Figures and Percentages as below: | Update to reflect housing trajectory |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|-------------------|--------|
|---------|------|----------------------------|----------------|-------------------|--------|

Table 6: Spatial Distribution of Housing and Employment, 2018-2033

| Settlement | Housing (Units) | % | Vacant Employment Land (Hectares/Jobs) | % |
|---|---------------------------|-----------------------|---|-----------------------|
| Regeneration Growth Areas | | | | |
| Maesteg (Main Settlement – Tier 2) | 685 954 | 7% 11% | 3.5 ha 0.6 ha | 5% 1% |
| Porthcawl (Main Settlement – Tier 2) | 1,277 1,149 | 14% 13% | 0 ha | 0% |
| Sustainable Growth Areas | | | | |
| Bridgend (Primary Key Settlement – Tier 1) | 4,190 3,481 | 46% 40% | 50.2 ha | 70% 73% |
| Pencoed (Main Settlement – Tier 2) | 843 890 | 9% 10% | 6.4 ha | 9% |
| Pyle, Kenfig Hill and North Cornelly (Main Settlement – Tier 2) | 1,190 1,102 | 13% | 4.83 ha | 6% 7% |
| Outside Regeneration Growth Areas and Sustainable Growth Areas | | | | |
| Valleys Gateway (Main Settlement – Tier 3) | 675 712 | 7% 9% | 6.4 ha | 9% |
| Local Settlements (Tier 3) | 347 340 | 4% | 0.4 ha | 1% |
| Total | 9,207 8,628 | 100% | 71.7 ha 68.8 ha / 7,500 jobs | 100% |

| | | | | | |
|----------------|----|--------|----------|---|---|
| MEC 173 | 57 | 4.3.62 | Inserted | The Replacement LDP seeks to deliver the identified affordable housing target within the designated settlement boundaries in accordance with placemaking principles. COM5 does not seek to promote significant levels of affordable housing development outside of settlement boundaries to contribute to this target, rather provide a mechanism to meet | Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140) |
|----------------|----|--------|----------|---|---|

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---|------|----------------------------|----------------|--|------------------|
| | | | | specific, pressing, yet limited housing need. Affordable Housing Exception sites will be small in scale and exceptional in circumstance. | |
| Chapter 5: Implementation and Delivery | | | | | |
| MEC 174 | 61 | SP3 | Deleted | n | Spelling/grammar |
| MEC 175 | 61 | SP3 | Inserted | o | Spelling/grammar |
| MEC 176 | 61 | SP3 | Inserted | d | Spelling/grammar |
| MEC 177 | 62 | SP3 | Deleted | and | Spelling/grammar |
| MEC 178 | 62 | SP3 | Deleted | Local Development Plan | Spelling/grammar |
| MEC 179 | 62 | SP3 | Inserted | LDP | Spelling/grammar |
| MEC 180 | 63 | 5.2.4 | Deleted | Local Planning Authority | Spelling/grammar |
| MEC 181 | 63 | 5.2.4 | Inserted | LPA | Spelling/grammar |
| MEC 182 | 85 | 5.2.41 | Deleted | 2021-22 | Correction |
| MEC 183 | 85 | 5.2.41 | Inserted | 2018-23 | Correction |
| MEC 184 | 88 | SP5 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 185 | 88 | SP5 | Inserted | ATNM | Spelling/grammar |
| MEC 186 | 90 | SP5 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 187 | 90 | SP5 | Inserted | ATNM | Spelling/grammar |
| MEC 188 | 93 | PLA8 | Deleted | corridor | Enhance clarity |
| MEC 189 | 93 | PLA8 | Deleted | bus-based park and ride facility | Enhance clarity |
| MEC 190 | 93 | PLA8 | Inserted | transport interchange | Enhance clarity |
| MEC 191 | 93 | PLA8 | Deleted | park and ride facility | Enhance clarity |
| MEC 192 | 93 | PLA8 | Inserted | transport interchange | Enhance clarity |
| MEC 193 | 93 | PLA8 | Inserted |) | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|------------------|
| MEC 194 | 93 | PLA8 | Deleted | , Maesteg | Spelling/grammar |
| MEC 195 | 93 | PLA8 | Deleted | Road dualling | Enhance clarity |
| MEC 196 | 93 | PLA8 | Inserted | Capacity enhancements | Enhance clarity |
| MEC 197 | 95 | PLA8 | Deleted | dualling | Enhance clarity |
| MEC 198 | 95 | 5.2.68 | Inserted | capacity enhancement of | Clarification |
| MEC 199 | 95 | 5.2.69 | Deleted | Study | Correction |
| MEC 200 | 95 | 5.2.69 | Inserted | Assessment | Correction |
| MEC 201 | 95 | 5.2.69 | Inserted | as | Selling/grammar |
| MEC 202 | 95 | 5.2.69 | Deleted | will | Selling/grammar |
| MEC 203 | 95 | 5.2.69 | Inserted | s | Selling/grammar |
| MEC 204 | 95 | 5.2.70 | Deleted | , | Selling/grammar |
| MEC 205 | 95 | 5.2.70 | Inserted | or improvements to signal controller equipment and timings, | Enhance clarity |
| MEC 206 | 95 | 5.2.70 | Inserted | and | Selling/grammar |
| MEC 207 | 95 | 5.2.70 | Deleted | , | Selling/grammar |
| MEC 208 | 95 | 5.2.70 | Inserted | . | Selling/grammar |
| MEC 209 | 95 | 5.2.70 | Deleted | at roundabouts, which could include lengthening of/ or additional approach lanes etc. | Enhance clarity |
| MEC 210 | 95 | PLA9 | Deleted | but | Selling/grammar |
| MEC 211 | 95 | PLA9 | Inserted | and | Selling/grammar |
| MEC 212 | 95 | PLA9 | Deleted | through the provision of an acceptable alternative route | Enhance clarity |
| MEC 213 | 95 | 5.2.72 | Inserted | therefore PROW are now often | Enhance clarity |
| MEC 214 | 95 | 5.2.72 | Deleted | these facilities are more usually seen as a | Enhance clarity |
| MEC 215 | 95 | 5.2.72 | Inserted | used for | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|--|--------------------|
| MEC 216 | 95 | 5.2.72 | Deleted | asset | Spelling/grammar |
| MEC 217 | 95 | 5.2.72 | Inserted | journeys | Spelling/grammar |
| MEC 218 | 96 | 5.2.72 | Deleted | However w | Spelling/grammar |
| MEC 219 | 96 | 5.2.72 | Inserted | W | Spelling/grammar |
| MEC 220 | 96 | 5.2.72 | Inserted | a | Spelling/grammar |
| MEC 221 | 96 | 5.2.72 | Deleted | Existing public rights of way should, therefore, be protected and developed to meet the needs of the pedestrian and cyclist. | Sentence structure |
| MEC 223 | 96 | 5.2.74 | Deleted | , where possible, include | Spelling/grammar |
| MEC 224 | 96 | 5.4.74 | Inserted | contribute towards | Spelling/grammar |
| MEC 225 | 96 | 5.2.74 | Deleted | developing | Spelling/grammar |
| MEC 226 | 96 | 5.2.74 | Inserted | adopted | Spelling/grammar |
| MEC 227 | 96 | PLA10 | Deleted | Active | Spelling/grammar |
| MEC 228 | 96 | PLA10 | Inserted | active | Spelling/grammar |
| MEC 229 | 96 | PLA10 | Deleted | Travel | Spelling/grammar |
| MEC 230 | 96 | PLA10 | Inserted | travel | Spelling/grammar |
| MEC 231 | 97 | 5.2.77 | Deleted | For the purposes of this policy, the reference to 'appropriate' in respect of the quantum of parking refers to that which is consistent with the adopted SPG on Parking. | Enhance clarity |
| MEC 232 | 97 | 5.2.77 | Inserted | adopted | Spelling/grammar |
| MEC 233 | 97 | 5.2.77 | Deleted | submission of | Spelling/grammar |
| MEC 234 | 97 | 5.2.77 | Deleted | and from them | Spelling/grammar |
| MEC 235 | 98 | 5.2.80 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 236 | 98 | 5.2.80 | Inserted | ATNM | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|---------------------------|
| MEC 237 | 98 | 5.2.80 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 238 | 98 | 5.2.80 | Inserted | ATNM | Spelling/grammar |
| MEC 239 | 98 | 5.2.80 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 240 | 98 | 5.2.80 | Inserted | ATNM | Spelling/grammar |
| MEC 241 | 98 | 5.2.80 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 242 | 98 | 5.2.80 | Inserted | ATNM | Spelling/grammar |
| MEC 243 | 98 | 5.2.80 | Deleted | existing active travel routes | Sentence structure |
| MEC 244 | 98 | 5.2.80 | Inserted | ATNM focusses on the following designated settlements | Sentence structure |
| MEC 245 | 98 | 5.2.80 | Deleted | include | Spelling/grammar |
| MEC 246 | 98 | 5.2.81 | Deleted | Active Travel Network Maps | Spelling/grammar |
| MEC 247 | 98 | 5.2.81 | Inserted | ATNM | Spelling/grammar |
| MEC 248 | 98 | 5.2.81 | Deleted | further | Spelling/grammar |
| MEC 249 | 98 | 5.2.81 | Deleted | walking | Spelling/grammar |
| MEC 250 | 98 | 5.2.82 | Inserted | (Wales) | Spelling/grammar |
| MEC 251 | 98 | 5.2.82 | Inserted | 2013 | Spelling/grammar |
| MEC 252 | 99 | 5.2.82 | Deleted | can | Spelling/grammar |
| MEC 253 | 99 | 5.2.82 | Inserted | s | Spelling/grammar |
| MEC 254 | 99 | 5.2.82 | Deleted | in | Spelling/grammar |
| MEC 255 | 99 | 5.2.82 | Deleted | standards of good practice | Sentence structure |
| MEC 256 | 99 | 5.2.82 | Inserted | high quality infrastructure | Sentence structure |
| MEC 257 | 99 | 5.2.83 | Deleted | provision | Spelling/grammar |
| MEC 258 | 99 | 5.2.84 | Inserted | active travel and green | Sentence structure |
| MEC 259 | 100 | 5.3 | Inserted | , Inclusive | Term added in response to |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|--|
| | | | | | Representor 1033's suggestion at Deposit Consultation Stage |
| MEC 260 | 103 | 5.3.9 | Deleted | 2020 | Update to reflect latest evidence |
| MEC 261 | 103 | 5.3.9 | Inserted | 2022 | Update to reflect latest evidence |
| MEC 262 | 104 | 5.3.13 | Deleted | 2020 | Update to reflect latest evidence |
| MEC 263 | 104 | 5.3.13 | Inserted | 2022 | Update to reflect latest evidence |
| MEC 264 | 106 | 5.3.15 | Deleted | 2020 | Update to reflect latest evidence |
| MEC 265 | 106 | 5.3.15 | Inserted | 2022 | Update to reflect latest evidence |
| MEC 266 | 108 | 5.3.19 | Deleted | 1,977 | Update to reflect housing trajectory |
| MEC 267 | 108 | 5.3.19 | Inserted | 1,711 | Update to reflect housing trajectory |
| MEC 268 | 109 | COM2 | Deleted | 1,977 | Update to reflect housing trajectory |
| MEC 269 | 109 | COM2 | Inserted | 1,711 | Update to reflect housing trajectory |
| MEC 270 | 110 | 5.3.22 | Deleted | 1,977 | Update to reflect housing trajectory |
| MEC 271 | 110 | 5.3.22 | Inserted | 1,711 | Update to reflect housing trajectory |
| MEC 272 | 110 | 5.3.22 | Inserted | The Plan has made provision to deliver the affordable housing target within the designated settlement boundaries. | Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140). |
| MEC 273 | 110 | Table 8 | Updated | Updated affordable housing supply component figures as below | Update to reflect housing trajectory |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason | | | | | | | | | | | | | | | | |
|--|------------------------------------|----------------------------|----------------|--|---|------------|------------------------------------|-------------------------------------|----------------|--------------------------|--------------|--|----------------|-------------------------|------------------|----------------------------------|--------------|----------------------------------|----------|------------------------------------|--------------------|
| <p><u>Table 8: Affordable Housing Supply Components 2018-33</u></p> <table border="1"> <thead> <tr> <th>Components</th> <th>Number of Affordable Housing Units</th> </tr> </thead> <tbody> <tr> <td>Total Completions (large and small)</td> <td>323 463</td> </tr> <tr> <td>Units under construction</td> <td>53 55</td> </tr> <tr> <td>Units with planning permission (large sites)</td> <td>216 181</td> </tr> <tr> <td>New Housing Allocations</td> <td>1,341 977</td> </tr> <tr> <td>Large windfall sites (10+ units)</td> <td>44 35</td> </tr> <tr> <td>Small windfall sites (<10 units)</td> <td>0</td> </tr> <tr> <td>Total LDP Affordable Supply</td> <td>1,977 1,711</td> </tr> </tbody> </table> | | | | | | Components | Number of Affordable Housing Units | Total Completions (large and small) | 323 463 | Units under construction | 53 55 | Units with planning permission (large sites) | 216 181 | New Housing Allocations | 1,341 977 | Large windfall sites (10+ units) | 44 35 | Small windfall sites (<10 units) | 0 | Total LDP Affordable Supply | 1,977 1,711 |
| Components | Number of Affordable Housing Units | | | | | | | | | | | | | | | | | | | | |
| Total Completions (large and small) | 323 463 | | | | | | | | | | | | | | | | | | | | |
| Units under construction | 53 55 | | | | | | | | | | | | | | | | | | | | |
| Units with planning permission (large sites) | 216 181 | | | | | | | | | | | | | | | | | | | | |
| New Housing Allocations | 1,341 977 | | | | | | | | | | | | | | | | | | | | |
| Large windfall sites (10+ units) | 44 35 | | | | | | | | | | | | | | | | | | | | |
| Small windfall sites (<10 units) | 0 | | | | | | | | | | | | | | | | | | | | |
| Total LDP Affordable Supply | 1,977 1,711 | | | | | | | | | | | | | | | | | | | | |
| MEC 274 | 111 | COM3 | Deleted | COM1(1) – Parc Afon Ewenni, Bridgend, re-numbered other allocations | Parc Afon Ewenni housing allocation deleted due to flood risk issues. | | | | | | | | | | | | | | | | |
| MEC 275 | 112 | 5.3.25 | Inserted | , Inclusive | Term added in response to Representer 1033's suggestion at Deposit Consultation Stage | | | | | | | | | | | | | | | | |
| MEC 276 | 115 | 5.3.33 | Inserted | The Replacement LDP has also made provision to deliver the affordable housing target specified within COM2 within the designated settlement boundaries. | Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representer numbers 38, 162, 394 and 1140) | | | | | | | | | | | | | | | | |
| MEC 277 | 115 | 5.3.33 | Inserted | local | Enhance clarity | | | | | | | | | | | | | | | | |
| MEC 278 | 115 | 5.3.35 | Inserted | For the purposes of providing affordable housing in rural areas, 'local need' constitutes any household who has been confirmed by the Council as being in need of affordable housing within the respective Housing Market Area (defined by the latest LHMA). This household must be registered on the Common Housing Register or any waiting | Define 'local need' as required by TAN 2 and recommended by Welsh Government at Deposit Consultation Stage | | | | | | | | | | | | | | | | |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|--|
| | | | | list held by the Council for housing need, have a life or work connection to the Housing Market Area and be able to demonstrate that they are unable to meet their housing needs within the market. | |
| MEC 279 | 119 | 5.3.46 | Deleted | has specifically declined any further | Update position on the need identified by the GTAA |
| MEC 280 | 119 | 5.3.46 | Inserted | no longer requires | Update position on the need identified by the GTAA |
| MEC 281 | 119 | 5.3.46 | Inserted | Another household has received planning consent to reconfigure an existing authorised site to accommodate three further pitches. | Update position on the need identified by the GTAA |
| MEC 282 | 119 | 5.3.46 | Deleted | six | Update position on the need identified by the GTAA |
| MEC 283 | 119 | 5.3.46 | Inserted | three | Update position on the need identified by the GTAA |
| MEC 284 | 119 | 5.3.46 | Deleted | two separate families | Update position on the need identified by the GTAA |
| MEC 285 | 119 | 5.3.46 | Inserted | one family | Update position on the need identified by the GTAA |
| MEC 286 | 119 | 5.3.46 | Deleted | two | Update position on the need identified by the GTAA |
| MEC 287 | 119 | 5.3.46 | Inserted | one | Update position on the need identified by the GTAA |
| MEC 288 | 119 | 5.3.46 | Deleted | separate | Update position on the need identified by the GTAA |
| MEC 289 | 119 | 5.3.46 | Inserted | private | Update position on the need identified by the GTAA |
| MEC 290 | 119 | 5..46 | Deleted | s | Spelling/grammar |
| MEC 291 | 121 | 5.3.48 | Deleted | s | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|---|
| MEC 292 | 127 | COM9 | Deleted | local planning authority | Spelling/grammar |
| MEC 293 | 127 | COM9 | Inserted | LPA | Spelling/grammar |
| MEC 294 | 128 | 5.3.66 | Deleted | 2020 | Update latest evidence |
| MEC 295 | 128 | 5.3.66 | Inserted | 2021 | Update latest evidence |
| MEC 296 | 128 | 5.3.66 | Deleted | 2020 | Update latest evidence |
| MEC 297 | 128 | 5.3.66 | Inserted | 2022 | Update latest evidence |
| MEC 298 | 128 | 5.3.66 | Deleted | 2021 | Update latest evidence |
| MEC 299 | 128 | 5.3.66 | Inserted | 2022 | Update latest evidence |
| MEC 300 | 128 | 5.3.67 | Inserted | , | Spelling/grammar |
| MEC 301 | 128 | 5.3.67 | Deleted | and | Spelling/grammar |
| MEC 302 | 128 | 5.3.67 | Inserted | , and, where appropriate for the level of sport played, stands, spectator areas, lighting and training facilities | Enhance clarity in response to Representor 846's comments at Deposit Consultation Stage |
| MEC 303 | 138 | ENT1 | Deleted | EENT1: Employment Allocations | Spelling/grammar |
| MEC 304 | 138 | ENT1 | Inserted | E | Spelling/grammar |
| MEC 305 | 141 | ENT2 | Deleted | 14) Eweny Road, Maesteg | Update |
| MEC 306 | 145 | 5.4.31 | Deleted | Likewise | Spelling/grammar |
| MEC 307 | 145 | 5.4.31 | Inserted | Likewise, | Spelling/grammar |
| MEC 308 | 145 | 5.4.31 | Deleted | Local Planning Authority | Spelling/grammar |
| MEC 309 | 145 | 5.4.31 | Inserted | LPA | Spelling/grammar |
| MEC 310 | 148 | SP12 | Inserted | Bridgend Retail Study Update 2022 | Update with latest evidence |
| MEC 311 | 150 | 5.4.47 | Deleted | 2020 | Update with latest evidence |
| MEC 312 | 150 | 5.4.47 | Inserted | 2022 | Update with latest evidence |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|--|---|
| MEC 313 | 156 | ENT8 | Inserted | and outside of Bridgend, Maesteg and Porthcawl | Enhance clarity in response to Represantor 254's comments at Deposit Consultation Stage |
| MEC 314 | 151 | ENT6 | Deleted | Strategic | Ensure policy applies to all allocated mixed-use sites |
| MEC 315 | 158 | ENT9 | Inserted | Small scale retail and food and drink uses will be permitted as part of Strategic Allocations where the proposals are in accordance with Policies PLA1-5 | Enhance clarity |
| MEC 316 | 158 | 5.4.68 | Inserted | A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. | Enhance clarity |
| MEC 317 | 160 | 5.4.78 | Deleted | Local Development Plans (| Spelling/grammar |
| MEC 318 | 160 | 5.4.78 | Inserted | s | Spelling/grammar |
| MEC 319 | 160 | 5.4.78 | Deleted |) | Spelling/grammar |
| MEC 320 | 161 | 5.4.79 | Deleted | Local Development Plan | Spelling/grammar |
| MEC 321 | 161 | 5.4.79 | Inserted | LDP | Spelling/grammar |
| MEC 322 | 163 | 5.4.85 | Inserted | outside the Pre-Assessed Areas | Amended to clarify that only proposals outside of the PAAs will be required to undertake a landscape and Visual Impact Assessment in response to Represantor 1049's comments at Deposit Consultation Stage. |
| MEC 323 | 164 | 5.4.85 | Deleted | development. | Sentence structure |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|---|
| MEC 324 | 164 | 5.4.85 | Inserted | development. However, both within and outside Pre-Assessed Areas, the landscape and visual impact must be minimised through appropriate design and micro-siting. | Amended to clarify that only proposals outside of the PAAs will be required to undertake a landscape and Visual Impact Assessment in response to Representor 1049's comments at Deposit Consultation Stage. |
| MEC 325 | 185 | 5.4.139 | Deleted | Local Planning Authority | Spelling/grammar |
| MEC 326 | 185 | 5.4.139 | Inserted | LPA | Spelling/grammar |
| MEC 327 | 186 | 5.5.2 | Inserted | Future Wales' strategic focus on urban growth requires an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable. | Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage |
| MEC 328 | 186 | 5.5.2 | Deleted | net gains in | Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage |
| MEC 329 | 186 | 5.5.2 | Inserted | enhancement (net benefit) | Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage |
| MEC 330 | 190 | 5.5.10 | Deleted | Local Planning Authority | Spelling/grammar |
| MEC 331 | 190 | 5.5.10 | Inserted | LPA | Spelling/grammar |
| MEC 332 | 190 | 5.5.11 | Deleted | local planning authority | Spelling/grammar |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|--|---------------------------------------|
| MEC 333 | 190 | 5.5.11 | Inserted | LPA | Spelling/grammar |
| MEC 334 | 191 | DNP1 | Deleted | development is | Spelling/grammar |
| MEC 335 | 191 | DNP1 | Inserted | development | Spelling/grammar |
| MEC 336 | 191 | DNP1 | Deleted | modest | Spelling/grammar |
| MEC 337 | 191 | DNP1 | Inserted | is | Spelling/grammar |
| MEC 338 | 191 | DNP1 | Deleted | in | Spelling/grammar |
| MEC 339 | 191 | DNP1 | Inserted | modest | Spelling/grammar |
| MEC 340 | 191 | DNP1 | Deleted | scale | Spelling/grammar |
| MEC 341 | 191 | DNP1 | Inserted | in | Spelling/grammar |
| MEC 342 | 191 | DNP1 | Deleted | and | Spelling/grammar |
| MEC 343 | 191 | DNP1 | Inserted | scale | Spelling/grammar |
| MEC 344 | 191 | DNP1 | Deleted | clearly | Spelling/grammar |
| MEC 345 | 191 | DNP1 | Inserted | and | Spelling/grammar |
| MEC 346 | 191 | DNP1 | Deleted | subordinate | Spelling/grammar |
| MEC 347 | 191 | DNP1 | Inserted | clearly subordinate | Spelling/grammar |
| MEC 348 | 191 | DNP1 | Deleted | or | Spelling/grammar |
| MEC 349 | 192 | DNP1 | Inserted | ; or | Spelling/grammar |
| MEC 350 | 192 | DNP1 | Deleted | . | Spelling/grammar |
| MEC 351 | 192 | DNP1 | Inserted | Education provision where a need has been identified by the Local Education Authority. | Enhance clarity |
| MEC 352 | 199 | 5.5.37 | Inserted | All existing LNRs, RIGS and SINC's are shown on the Proposals Map of the LDP. | Paragraph re-numbering and correction |
| MEC 353 | 199 | 5.5.38 | Deleted | All existing LNRs and RIGS are shown on the Proposals Map of the LDP, however, in the interests of clarity, and in view of their | Paragraph re-numbering and correction |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|---|------------------|
| | | | | number and variety in terms of scale, SINC's are excluded from the Proposals Map. | |
| MEC 354 | 202 | 5.5.45 | Inserted | , | Spelling/grammar |
| MEC 355 | 207 | 5.5.59 | Deleted | Local Planning Authority | Spelling/grammar |
| MEC 356 | 207 | 5.5.59 | Inserted | LPA | Spelling/grammar |

Appendix 2: Employment Land Schedule

| | | | | | |
|---------|---|---------|---------|--|---|
| MEC 357 | 1 | Table 1 | Updated | Updated employment land supply take-up and projection figures as below | Update to reflect employment land take-up as reported in the AMR 2022 and changed circumstances of Ewenny Road, Maesteg |
|---------|---|---------|---------|--|---|

| Employment Site | Available Land (ha) | Availability | | |
|---|---------------------|-------------------|---------------------|---------------------|
| | | Short 18/19-22/23 | Medium 23/24-27/28 | Long 28/29-32/33 |
| Strategic Employment Sites | | | | |
| 1) Brocastle, Waterton, Bridgend | 20.4 | | 10.2 | 10.2 |
| 2) Pencoed Technology Park | 5.4 | | 5.4 | |
| Employment Sites: Bridgend Sustainable Growth Area | | | | |
| 3) Brackla Industrial Estate | 7.7 | | 3.85 | 3.85 |
| 4) Bridgend Industrial Estate | 9.2 | 2.36 | 4.6 3.42 | 4.6 3.42 |
| 5) Coychurch Yard, Bridgend | 0.1 | 0.1 | 0.1 | |
| 6) Crosby Yard, Bridgend | 0.8 | | 0.4 | 0.4 |
| 7) Parc Afon Ewenni | 2.0 | | | 2.0 |
| 8) Waterton Industrial Estate | 10.0 | 2.96 | 5.0 3.52 | 5.0 3.52 |
| Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area | | | | |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | | Reason |
|---|------|--|--------------------|--------------------------------------|---------------------|---------------------|
| | | 9) Land at Gibbons Way, North Cornelly | 0.03 | | 0.03 | |
| | | 10) Village Farm Industrial Estate, Pyle | 2.6 | 2.02 | 1.3 0.58 | 1.3 |
| | | 11) Ty Draw Farm, Pyle | 2.23 | | 2.23 | |
| Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area | | | | | | |
| | | 12) Ewenny Road, Maesteg | 3.5 0.6 | | 0.6 | 3.5 |
| Employment Sites: Pencoed Sustainable Growth Area | | | | | | |
| | | 13) The Triangle Site, Bocam Park, Pencoed | 1.0 | | 1.0 | |
| Employment Sites: Other Locations | | | | | | |
| | | 14) Brynmenyn Industrial Estate | 2.0 | 0.61 | 1.0 0.7 | 1.0 0.69 |
| | | 15) Land adjacent to Sarn Park Services | 2.7 | | 2.7 | |
| | | 16) Land west of Maesteg Road, Tondu | 0.3 | | 0.3 | |
| | | 17) Isfryn Industrial Estate, Blackmill | 0.4 | | | 0.4 |
| | | 18) Abergarw Industrial Estate, Brynmenyn | 1.4 | 0.88 | 1.4 0.52 | |
| Total | | | | 71.7 68.8 hectares | | |

Appendix 4: Monitoring and Review

| | | | | | |
|---------|---------------|------------------|--------------------|----------------|---|
| MEC 358 | 13 | SOBJ2 | Inserted | , Inclusive | Term added in response to Representer 1033's suggestion at Deposit Consultation Stage |
| MEC 359 | 13 | SOBJ2 | Deleted | 132 | Update to reflect housing trajectory |
| MEC 360 | 13 | SOBJ2 | Inserted | 114 | Update to reflect housing trajectory |

Appendix 6: Sustainability Appraisal Policy Level Mitigation

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|-------------------|--|
| MEC 361 | 1 | Proposed Allocations Table | Deleted | COM1 (R2) | Policy re-numbering (Ewenny Road to become COM1 (5)) |
| MEC 362 | 1 | Proposed Allocations Table | Inserted | COM1 (5) | Policy re-numbering (Ewenny road to become COM1 (5)) |
| MEC 363 | 1 | Proposed Allocations Table | Deleted | COM1 (R3) | Policy re-numbering (Maesteg Washery to become COM 1 (R2)) |
| MEC 364 | 1 | Proposed Allocations Table | Inserted | COM1 (R2) | Policy re-numbering (Maesteg Washery to become COM 1(R2)) |
| MEC 365 | 2 | Proposed Allocations Table | Deleted | 2 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 366 | 2 | Proposed Allocations Table | Inserted | 1 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 367 | 2 | Proposed Allocations Table | Deleted | 3-5 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 368 | 2 | Proposed Allocations Table | Inserted | 2-4 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 369 | 2 | Proposed Allocations Table | Deleted | 3 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 370 | 2 | Proposed Allocations Table | Inserted | 2 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 371 | 2 | Proposed Allocations Table | Deleted | 4 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|---------|------|----------------------------|----------------|-------------------|---|
| MEC 372 | 2 | Proposed Allocations Table | Inserted | 3 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 373 | 2 | Proposed Allocations Table | Deleted | 5 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 374 | 2 | Proposed Allocations Table | Inserted | 4 | Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1) |
| MEC 375 | 4 | Proposed Allocations Table | Deleted | 37 | Policy re-numbering due to deletion of the Former Christie Tyler Site employment safeguarding allocation (ENT2) |
| MEC 376 | 4 | Proposed Allocations Table | Inserted | 29 | Policy re-numbering due to deletion of the Former Christie Tyler Site employment safeguarding allocation (ENT2) |

Appendix 8: Proposals Map

| | | | | | |
|---------|------------|-----------------------------|---------|--|---|
| MEC 377 | Appendix 8 | | Updated | Proposals Map to become Appendix 11 | Re-numbering due to inclusion of additional appendices |
| MEC 378 | 10 | COM(3) COM(2) | Updated | Re-numbered Land South East of Pont Rhyd-y-cyff Housing Allocation from COM1(3) to COM1(2) | Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation. |
| MEC 379 | 10 | COM(4) COM(3) | Updated | Re-numbered Land South of Pont Rhyd-y-cyff Housing Allocation from COM1(4) to COM1(3) | Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation. |
| MEC 380 | 10 | COM(5) COM(4) | Updated | Re-numbered Land South West of Pont Rhyd-y-cyff Housing Allocation from COM1(5) to COM1(4) | Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation. |
| MEC 381 | 23 | N/A | Updated | Map Repositioned on page | Enhance clarity |

| MEC No. | Page | Paragraph, Table or Policy | Type of Change | Details of Change | Reason |
|----------------|-------------|-----------------------------------|-----------------------|---|--|
| MEC 382 | 27 | COM1(2) COM1(1) | Updated | Re-numbered Craig y Parcau Housing Allocation from COM1(2) to COM1(1) | Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation |
| MEC 383 | 29 | N/A | Updated | Map Repositioned on page. | Enhance clarity |