



Planning, Design & Access Statement

MET Fabrications Buildings, Ewenny Road, Maesteg, CF34 9TP

July 2025

Ref. SP24-1008

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Documents

Document 1: Full Pre-Application Response Reference: PE/87/2025

1. Introduction

1.1 This Planning, Design & Access Statement has been prepared by Simply Planning Limited (SPL), on behalf of our clients, Castell Group, and is submitted in support of a full planning application for the demolition of existing vacant buildings and the erection of 2 x 3-storey buildings containing 18 flats at MET Fabrications Buildings, Ewenny Road, Maesteg ('the Site').

1.2 The full description of development is, therefore, as follows:

“Demolition of existing buildings and the erection of two residential buildings comprising 18 affordable dwellings, including parking, landscaping, drainage and ancillary works”

1.3 The application is supported by the following documents:

- Completed Application Forms;
- Supporting Planning, Design & Access Statement, prepared by Simply Planning;
- Ecological Impact Assessment, prepared by GE Consulting;
- Green Infrastructure Statement, prepared by DP Landscape Architecture;
- Soft Landscaping Plan, prepared by DP Landscape Architecture;
- Transport Statement, prepared by Link Transport Planning;
- Phase 1 Ground Conditions Desk Study, prepared by Terra Firma;
- Noise Impact Assessment, prepared by Acoustic Consultants;
- Energy Statement, prepared by Castell Group;
- Flood Consequence Assessment, Prepared by Think Urban Architecture & Civil Engineering;
- Engineering Layout, prepared by Think Urban Architecture & Civil Engineering;
- Drainage Strategy, prepared by Think Urban Architecture & Civil Engineering; and
- Architectural drawing package, prepared by Think Urban Architecture & Civil Engineering and consisting of the following plans:

Drawing no / title	Drawing Title
MAES-25-04-04	Site Location Plan
MAES-25-04-03	Proposed Site Plan
Floor Plans and Elevations	Apartment Block Design (1-9)
Floor Plans and Elevations	Apartment Block Design (10-18)
MAES-25-04-02	Proposed Streetscene Elevations
-	Bin Store Details
-	Cycle Store Details

- 1.4 The application seeks planning permission for No.18 residential units and so the LPA Planning Application fee is £8,820 and this will be paid via the Planning Portal upon submission of this application. Therefore, we consider all local and national validation requirements have been met and the application can be validated accordingly.
- 1.5 This supporting Planning, Design & Access Statement sets the planning context for the consideration of the application proposals. In particular, it assesses the proposal against the relevant policies of the statutory Development Plan, national guidance and non-statutory planning documents. It demonstrates that the proposal complies with the relevant guidance and policies. Accordingly, the development should be granted consent, in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004.
- 1.6 This Statement is structured as follows:
- **Section 2** sets out the factual background and development context, including a description of application site and surrounding area, the planning history, development proposals and pre-application responses.
 - **Section 3** reviews the Planning Policy context against which the proposals should be judged, including Planning Policy Wales (Edition 12), Future Wales 2040 and the Bridgend Local Development Plan (2018 – 2033).
 - **Section 4** considers the matters at issue and assessed the scheme against the Development Plan policies.
 - **Section 5** draws our conclusions.

2. Factual Background

Site and Surroundings

- 2.1 The site measures approximately 0.17ha and is located to the southern side of Ewenny Road, located within the built-up area of Maesteg, CF34 9TP. The site consists of two vacant industrial buildings that were last occupied by MET Fabrications as well as a scrap yard. The site benefits from vehicular and pedestrian access from Ewenny Road. The location of the site is shown on the extract from the Site Location Plan with the site marked in red.

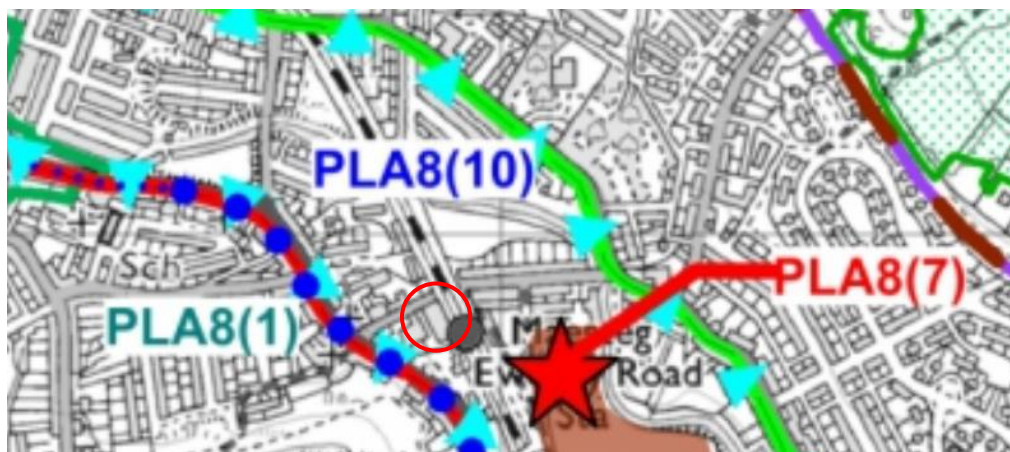


Site Location Plan

- 2.2 The site is bordered by a railway to the east of the site and Ewenny Road to the north. To the south and west of the site are residential properties on Bethania Close and Clos Yr Hen Blwyr. The wider areas consist of residential uses, with varied building heights but consisting mostly of two to three storey properties, a number of which are more recent additions to the streetscene.
- 2.3 There are a number of facilities within an easy walking distance of the site, including a pub, a convenience store, places of worship, a primary school, cafés, and takeaways, amongst others. In addition, there are bus stops located approximately 70m east of the site on Bethania Street. From these stops, the 70 and 71-bus service is available, which combine to provide a half-hourly service between Cymmer and Bridgend bus stations.
- 2.4 Moreover, the site is located only 310m walking distance from Ewenny Road train station which provides Transport for Wales services on an hourly basis to Maesteg and Cardiff Central, including various stops between the two terminating stations.

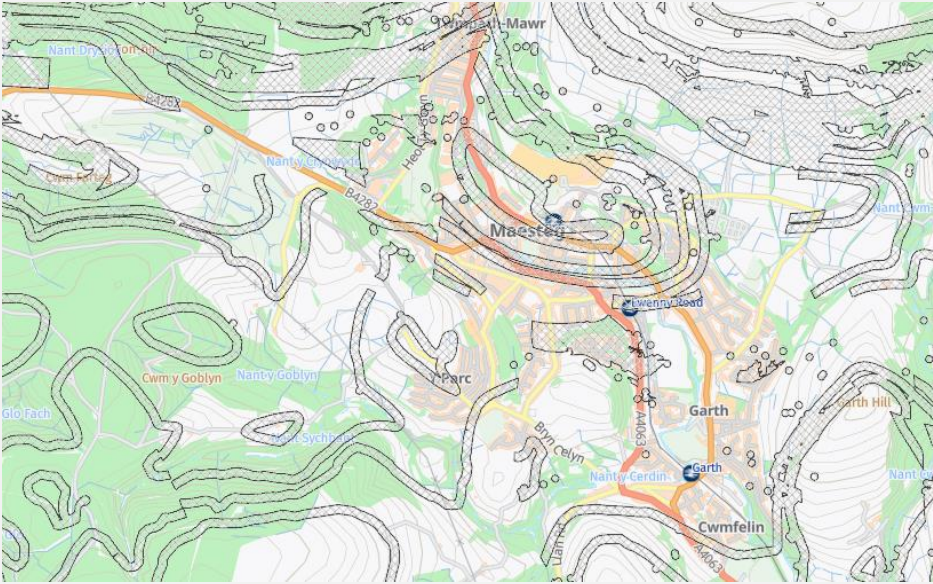
Policy and Site Constraints

- 2.5 The application site falls within the administrative boundaries of Bridgend County Borough Council (BCBC) and so the relevant development plan for the determination of any future application is the Bridgend Local Development Plan 2018-2033 ('LDP'). An extract of the LDP Proposals Map is provided below with the site encircled in red.



LDP Proposals Map Extract

- 2.6 The LDP Proposals Map shows that the site is within the settlement boundary of Maesteg. There are no other policy designations upon the site.
- 2.7 An initial assessment of the site constraints related to the site are identified and addressed in the below table.

Site Constraints	Comment
Phosphates	The Welsh Government Data Map Wales shows that the site is not within a catchment area for Special Area of Conservation which has unacceptably high levels of phosphates.
Flood Risk – Flood Map for Planning	The NRW Flood Map for Planning for Wales shows the site as being mainly within Flood Zone 1, so it is at little or no risk of flooding. A portion the front of the site is located within Flood Zone 2 on the updated map.
Coal Mining	The Coal Authority mapping system shows that the site is within a Coal Mining Development High Risk Area. This is due to an identified outcrop under the site. 
Ecological Designations	The NRW Interactive Map viewer does not identify any ecological designations within the application site.
Heritage	The site does not contain any Listed Buildings or non-designated heritage assets and is not within a Conservation Area.

Site Constraints	Comment
Landscaping	The site is not within a Special landscape Area and has no landscape designations under the Local Development Plan.

- 2.8 Therefore, there are no policy or statutory constraints on the land which would be prohibitive to development taking place, aside from coal mining risk which will be addressed later in this statement.

Proposed Development

Amount

- 2.9 This planning application seeks permission for the demolition of the existing buildings and erection of 18 flats at Ewenny Road, Maesteg to be provided as 100% affordable housing. The scheme proposes the erection of two residential buildings, with both blocks proposed to be three-storeys and contain nine flats each.
- 2.10 The blocks are near identical height, scale and footprint, both are roughly an L-shape in design with one located to the north of the site fronting Ewenny Road and the other to the South of the site.
- 2.11 Both blocks have been separated into four housing types to provide for a varied housing mix, this is proposed as follows:

House Type	No. of Units	Bedrooms	Floor Space (sqm)
A	6	1	53.15
B	6	1	53.27
C	2	1	61.13
D	4	2	61.13
Total	18	26	1005.2

Appearance

- 2.12 The proposed blocks will mirror each other, they are designed with two gable ends and a pitched roof on the principal frontage to ensure strong architectural features provide an active frontage onto Ewenny Road from the northern block at the entrance to the site.
- 2.13 The blocks will have an L-shaped form with each elevation containing a gable end. The Proposed front and rear elevations are extracted for reference below:



Proposed Front Elevation



Proposed Rear Elevation

- 2.14 Red brick is proposed for the elevations which allows the scheme to sit well within its context. Included in the design is the bordering some of the windows will be dark brick surroundings, which will provide additional horizontal relief in order to break-up the massing, which will improve the overall appearance of the buildings.

Layout

- 2.15 The proposed layout includes the siting of one block at the northern end of the site which faces out onto Ewenny Road. The second block is then set further to the southern end of the site, ensuring suitable distance separation between the buildings for daylight and sunlight purposes.
- 2.16 The proposed site plan is shown below.



Proposed Site Layout

- 2.17 Parking is proposed within the western end of the site with a total of 19 parking spaces provided to support the development. The development will include for green infrastructure within the site in the form of an attenuation area between the two buildings and then amenity areas to the east of each building to include the provision of clothes drying areas.
- 2.18 Vehicular access into and out from the site will utilise the existing amended access, allowing for a two-way traffic system to be created within the site.
- 2.19 Both blocks would benefit from a shared cycle store and bin store to the northeast of the site, with the cycle store providing capacity for 18 bicycles. The scheme proposes significant levels of tree and hedge planting around the properties, to provide soft landscaping and increase biodiversity opportunities, on what is currently previously developed land with little existing landscaping.

Planning History

- 2.20 A planning history search undertaken via the Bridgend County Borough Council website does not show any previous planning applications on the site, other than an application to convert the first floor to a Fitness Club and Gymnasium, under planning application reference P/05/1446/FUL and was approved on 1st February 2006.

- 2.21 More historic applications may have been submitted that are not available online. Given the age and the changes in local and national policy since, any application submitted prior to their availability online are considered to be of little relevance to the proposed scheme.

Pre-Application Advice

- 2.22 Following an original scoping pre-application enquiry, a full pre-application enquiry was submitted to Bridgend Country Borough Council on 5th March 2025 (ref. PE/87/2025).
- 2.23 A written response was provided by Case Officer Steven Jenkins on 21st May 2025, the full response is provided at **Document 1** however for ease of reference we have summarised the response in the table below:

Topic for Discussion	LPA Response
Principle of Development	Policy SP6 supports windfall residential development at appropriate sites within the settlement boundary, focussing on the reuse of previously developed land. The proposed site would constitute a brownfield windfall site under Policy SP6 and could contribute towards delivery of the overall housing requirement.
Density	Residential development should seek to reflect a density of 50 dwellings per hectare. The scheme submitted appears to have a density that is compliant with this policy.
Low Carbon Heating Technologies	The applicant must demonstrate they have followed the sequential approach to identify low carbon heating technologies outlined in Policy ENT10 and submit an energy masterplan to demonstrate compliance with this policy.
Green Infrastructure	Where the loss or damage of existing green infrastructure is unavoidable, appropriate mitigation and compensation will be required. The applicant must ensure this is appropriately demonstrated through a Green Infrastructure Assessment.
Visual Amenity	Officers considered that the redevelopment of the site and the removal of a non-conforming industrial unit will be an improvement on the current situation.
Design	With regards to design Officer's noted the following: ▪ The gable end design with an active frontage onto Ewenny road is welcomed. ▪ A section through the site into the surrounding properties should be included with any submission so that this can be fully assessed. ▪ Request for details and sample of materials to be used at the application stage.
Landscaping	Further details of landscaping scheme requested with the full planning application.
Neighbouring Amenity	Officers requested that: ▪ Careful consideration should be given to the separation distances and heights between apartments to ensure there is no unacceptable overbearing or overshadowing impact to the existing residential properties. Sections should be provided to show how they relate to the surrounding properties. ▪ Habitable room windows should be positioned to ensure no unacceptable overlooking occurs. ▪ A demolition and construction method statement be submitted to inform the proposed application.
Future Occupier Amenity	It has been requested that all Apartments should have access to outdoor clothes drying area and usable outdoor amenity space, as well as adequate bin storage and recycling area, and a kerb side collection area point for residents.
Noise	The layout of the flats should be carefully considered so that bedrooms that are exposed to higher levels of noise are avoided and are non-habitable rooms.
Highways	The Local Authority's Highways Officer has considered the submitted documentation and note the following: ▪ The proposal will result in a net reduction of vehicle movement from the site.

Topic for Discussion	LPA Response
	▪ In addition, it is located in a sustainable location close to public transport and has links to retail areas. ▪ The new footway along the site frontage which will improve the walking and cycling outcomes for future residents. ▪ The applicant should provide a dropped kerb to the west of the site to promote walking and cycling further than already provided. ▪ A minimum of 10% of the parking allocation should be for electric vehicles. The Highways Officer has advised there are no overriding 'in principle' constraints to development.
Cycle Storage	Officer's state dwellings should have adequately sized secure cycle/mobility scooter storage.
Flood Risk	The applicant shall submit a Flood Consequence Assessment and seek approval from NRW for the findings and recommendations of the FCA.
Ground Conditions	Officer's have requested site based contamination assessments and an assessment of the risk of coal mining legacy issues, including mine gas.
Biodiversity	The local Authority ecologist has advised they have no objection and agree there is limited ecological value at the site. However, a green infrastructure statement will be required.

2.24 Subject to the revised details and additional technical supporting information, it was considered that Officers would support the scheme submitted at pre-application stage within their pre-application response.

2.25 As we go on to demonstrate, this full planning application seeks to address the pre-application advice and provide an appropriate final design which complies with all aspect of the Local Development Plan, ensuring that Planning Permission can be granted accordingly.

3. Relevant Planning Policy

- 3.1 This section of the Planning Statement outlines the key national and Development Plan policies that are relevant to the determination of this planning application.
- 3.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the Development Plan and that determination shall be made in accordance with the Development Plan, unless material considerations indicate otherwise.
- 3.3 The Development Plan for the application site is the Bridgend Local Development Plan (2018 – 2033), as well as Future Wales 2040.
- 3.4 Planning Policy Wales (Edition 12), Technical Advice Notes (TAN's) and Supplementary Planning Documents / Guidance are also important material considerations.

Planning Policy Wales (Edition 12)

- 3.5 Planning Policy Wales Edition 12 (PPW) was published in February 2024, and this sets out the land use planning policies of the Welsh Government. The primary objective of PPW12 is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 (WBFG Act) and other key legislation.
- 3.6 The WBFG Act places a duty on public bodies to carry out sustainable development. This is not a new concept for the planning system as the principles of sustainable development have been at the heart of planning policy since PPW was first published in 2002. However, the concept has been expanded under the WBFG Act and it requires an improvement in the delivery of all four aspects of well-being: social, economic, environmental and cultural.
- 3.7 Paragraph 1.18 of PPW confirms that a plan led approach is the most effective way to secure sustainable development and that:

“Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated.”

- 3.8 Chapter 2 of PPW introduces the concept of ‘Placemaking’ and paragraph 2.1 states the following:

“Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities.”

- 3.9 PPW also defines placemaking as the following:

“Placemaking” is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well-being in the widest sense.

Placemaking considers the context, function and relationships between a development site and its wider surroundings. This will be true for major developments creating new places as well as small developments created within a wider place.”

- 3.10 Paragraph 2.13 of PPW 12 states that:

“The plan-led system underpins the delivery of sustainable places. To ensure all development plans and decisions taken by the planning system work together to deliver sustainable places. The 5 Key Principles (see Figure 4) represent a guiding vision for all development plans, including the NDF.”

3.11 Figure 4 of PPW12 provides the key planning principles which are as follows:

- *Growing our economy in a sustainable manner;*
- *Making best use of resources;*
- *Facilitating accessible and healthy environments;*
- *Creating and sustaining communities;*
- *Maximising environmental protection and limiting environmental impact.*

3.12 In providing context for the fourth key principle, creating and sustaining communities, PPW 12 states under figure 4 of page 17 the following:

“The planning system must work in an integrated way to maximise its contribution to well-being. It can achieve this by creating well-designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density, making places where people want to be and interact with others. Our communities need the right mix of good quality/well designed homes, jobs, services, infrastructure and facilities so that people feel content with their everyday lives...”

3.13 Paragraph 2.17 of PPW 12 states:

“In responding to the key principles for the planning system, the creation of sustainable places and in recognition of the need to contribute to the well-being of future generations in Wales through placemaking, development plans and development proposals must seek to deliver development that address the national sustainable placemaking outcomes.”



3.14 Paragraph 4.2.2 outlines that the planning system must:

- identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;

- enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and
- focus on the delivery of the identified housing requirement and the related land supply.

3.15 Paragraph 4.2.11 states that the supply of land to meet the housing requirement proposed in a development plan must be deliverable. To achieve this, development plans must include a supply of land which delivers the identified housing requirement figure and makes a locally appropriate additional flexibility allowance for sites not coming forward during the plan period.

3.16 Paragraph 4.2.14 advises that as part of considering housing delivery options, planning authorities should understand the contribution that all sectors of the housing market and housebuilders could make to meeting their housing requirement. When allocating sites, planning authorities need to consider providing a range of sustainable and deliverable sites to allow all sectors and types of housebuilder, including nationals, regionals, registered social landlords (RSLs), Small and Medium-sized Enterprises (SMEs) and the custom and self-build sector, the opportunity to contribute to delivering the proposed housing requirement.

3.17 The proposals are fully consistent with the principles established within PPW12 and the development meets a number of the national sustainable placemaking outcomes contained within national planning guidance, in particular, the need to sustain communities.

Future Wales – The National Plan 2040

3.18 The National Development Framework ‘Future Wales- The National Plan 2040’ (NDF) was published on 24th February 2021. This document sets a framework for planning the change and development in Wales over the next two decades.

3.19 Policy 1 (Where Wales Will Grow) of the Future Wales – The National Plan 2040 (NDF) relates to where Wales will grow. It identifies both National and Regional Growth Areas. Three National Growth Areas are identified within the policy, with one of these being ‘Cardiff, Newport and the Valleys’, which the application site falls within.

3.20 Policy 2 (Shaping Urban Growth and Regeneration – Strategic Placemaking) relates to the location of development and amongst other criteria, states:

“The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities;*
- *establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*

- *integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.*

Planning authorities should use development plans to establish a vision for each town and city. This should be supported by a spatial framework that guides growth and regeneration, and establishes a structure within which towns and cities can grow, evolve, diversify and flourish over time."

- 3.21 Policy 7 (Delivering Affordable Homes) sets out the need for more affordable dwellings in Wales. The supporting text for this Policy outlines the annual levels of affordable housing required to 2039 and states:

Over the next 20 years (2019 – 2039) the estimate of the additional housing need in Wales, under the central estimate, is around 110,000. During the initial five years (2019-20 to 2023-24) it is estimated that on average 7,400 additional homes will be required annually, with close to two-thirds of these homes needed in South East Wales, just over a fifth in South West Wales and the remaining additional homes largely in North Wales, with only a relatively small number needed in Mid Wales. (The sum of the regional estimates of additional housing need may differ slightly from the Wales estimate).

- 3.22 Policy 33 (National Growth Area – Cardiff, Newport and the Valleys) sets out the following:

"Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region. Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure.

The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Cardiff, Newport and the Valleys' strategic role and ensure key investment decisions support places in the National Growth Area and the wider region..."

- 3.23 It is clear that residential development is encouraged in Maesteg, as part of the National Growth Area.

Bridgend Local Development Plan 2018-2033 (LDP)

- 3.24 The Bridgend Local Development Plan covers the period 2018 to 2033 and was adopted in March 2024. Any decision in the future application will need to be taken against the Development Plan when taken as a whole. However, for the purposes of this application, we consider the key policies of the LDP to be as outlined below. The detailed wording of the Policies are provided, where necessary, in Section 4 of this Planning Statement.

- SF1 – Settlement Hierarchy and Urban Management;
- SP1 – Regeneration and Sustainable Growth Strategy;
- SP2 – Regeneration Growth Area and Sustainable Growth Area Strategic Allocations;
- SP3 – Good Design and Sustainable Placemaking;
- SP4 – Mitigating the Impact of Climate Change;
- SP5 – Sustainable Transport and Accessibility;
- PLA11 – Parking Standards;
- PLA12 – Active Travel;
- SP6 – Sustainable Housing Strategy;
- COM2 – Affordable Housing;
- COM3 – On-site Provision of Affordable Housing;

- COM6 – Housing Density;
- SP11 – Employment Land Strategy;
- ENT1 – Employment Allocations;
- ENT2 – Protection of Employment Uses;
- SP13 – Decarbonisation and Renewable Energy;
- ENT10 – Low Carbon Heating Technologies for New Development;
- SP17 – Conservation and Enhancement of the Natural Environment;
- DNP6 – Biodiversity, Ecological Networks, Habitats and Species;
- DNP8 – Green Infrastructure.

4. Matters at Issue

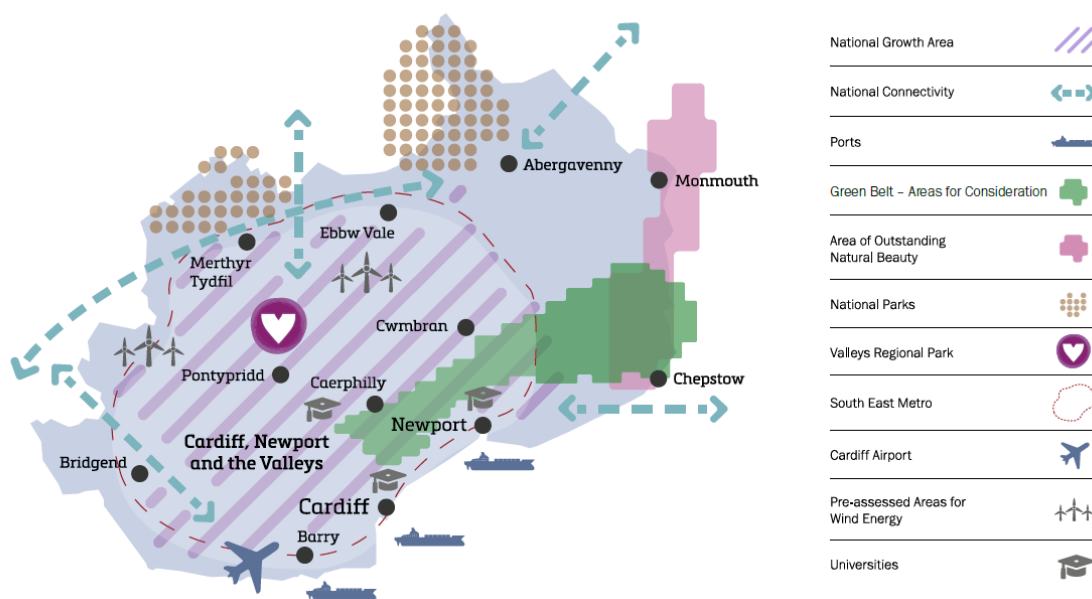
4.1 Having set the planning context against which the proposals should be judged in the preceding section, we now consider the proposals against that guidance, alongside any other relevant considerations, with the key material considerations being as follows:

- Principle of Development;
- Design;
- Residential Amenity;
- Transport and Sustainability;
- Flood Risk & Drainage;
- Ecology and Landscaping;
- Ground Conditions; and
- Energy and Sustainability.

Principle of Development

Future Wales

- 4.2 Policy 1 of Future Wales 2040 relates to 'Where Will Wales Grow' and it identifies three National Growth Areas where there will be growth in employment and housing opportunities, with one National Growth Area being 'Cardiff, Newport and the Valleys'.
- 4.3 Policy 33 of Future Wales relates to the Cardiff, Newport and the Valleys National Growth Area and this states that the growth area will be the main focus for housing growth within the Southeast region. The supporting regional strategic diagram on page 163 confirms that Maesteg, just north of Bridgend, falls within the National Growth Area.



Regional Strategic Diagram

- 4.4 Policy 7 of Future Wales relates to ‘*Delivering Affordable Homes*’ and the supporting text for this Policy outlines the annual levels of affordable housing required to 2039 and states:

“Over the next 20 years (2019 – 2039) the estimate of the additional housing need in Wales, under the central estimate, is around 110,000. During the initial five years (2019-20 to 2023-24) it is estimated that on average 7,400 additional homes will be required annually, with close to two-thirds of these homes needed in South East Wales, just over a fifth in South West Wales and the remaining additional homes largely in North Wales, with only a relatively small number needed in Mid Wales. (The sum of the regional estimates of additional housing need may differ slightly from the Wales estimate).” (SPL Emphasis Added)

- 4.5 As such, national planning policy confirms that in the Southeast Wales region an average of 4,933 affordable dwellings will be required annually and the main growth in housing should be delivered to the Cardiff, Newport and Valleys National Growth Area.
- 4.6 Therefore, the proposed development of eighteen affordable dwellings in the National Growth Area is supported, in principle, by the Policies of Future Wales.

Local Development Plan

Loss of Employment Uses

- 4.7 Strategic Policy SP11 (Employment Land Strategy) of the LDP confirms the approach of the development plan to the protection of existing employment uses. This Policy states that this holistic employment land strategy will allocate 68.8 hectares of new employment land to be brought forward and accommodate up to 7,500 additional jobs over the Plan period by:

“Retaining and safeguarding established sustainable and viable employment sites for employment generating uses (refer to ENT2).”

- 4.8 Policy ENT2 (Protection of Employment Sites) of the LDP then identifies the 34 designated employment sites, which does not contain the application site. Policies ENT2 and ENT3 (Non-B Uses Classes on Employment Sites), identifies which uses will be permitted within the designated employment sites and the criteria which are required to be met.
- 4.9 The employment land policies of the replacement LDP has no policies which prevents the loss of employment land buildings outside of the designated employment areas to alternative uses, including the application site. Therefore, we consider the loss of the existing industrial land to provide housing would be acceptable in principle under the Policies of the LDP. The loss of the existing industrial land has also not been raised as an issue in either the scoping pre-application enquiry for the full pre-application enquiry with the Council.

Provision of Housing

- 4.10 Strategic Policy SP1 (Regeneration and Sustainable Growth Strategy) of the LDP outlines that Regeneration and Sustainable Development in the County Borough will be focused in Growth Areas, one of which is the Maesteg and Llynfi Valley Regeneration Growth Area which the site forms a part of.
- 4.11 Policy SF1 of the LDP identifies Maesteg as one of the main settlements in the County Borough. The subtext for this policy notes the following:

“Maesteg is the second largest town in the County Borough, defined as a Main Settlement. The Replacement LDP seeks to enable Maesteg to fulfil its potential as an important service and cultural centre for the whole of the Llynfi Valley by providing new homes, retail provision and local job opportunities, including those related to tourism. Ensuing regeneration-led development will therefore equally benefit surrounding valley communities and smaller settlements nearby.”

- 4.12 Strategic Policy SP2 (Regeneration Growth Area and Sustainable Growth Area Strategic Allocations) of the LDP states that the regeneration of brown and underutilised sites will be permitted when they are within defined settlements and provide an appropriate mix of land uses.
- 4.13 The application site is located on underutilised brownfield land within Maesteg, which is designated as a Main Settlement. As a Main Settlement, Maesteg is capable of supporting additional housing growth, especially on underutilised brownfield land. Therefore, the scheme should be considered acceptable in principle. As such, development in this area is supported by Policies SP1 and SF1 of the LDP.
- 4.14 Moreover, the proposals constitute regeneration-led development, which would provide a marked improvement to the aesthetic of the site. The site consists of buildings which have been vacant for some time, which demonstrates that the site is significantly underutilised brownfield land.
- 4.15 Regeneration-led development is supported by Policy SP6 (Sustainable Housing Strategy) that seeks to prioritise the re-use of previously developed (Brownfield) land for new housing developments. In particular, criterion 4 states windfall residential development within settlement boundaries, focussing on the re-use of previously developed land will be supported. This is exactly what the proposal seeks to achieve and is therefore wholly supported by local planning policy.
- 4.16 This was confirmed by the Council in the full pre-application enquiry where the Council noted as follows:
- “The proposal seeks the demolition of the existing buildings and seeks the erection of two apartment blocks comprising a total of 18 affordable dwellings. Policy SP6 supports windfall residential development at appropriate sites within the settlement boundary, focussing on the re-use of previously developed land. The proposed site would constitute a brownfield windfall site under Policy SP6 and could contribute towards delivery of the overall housing requirement.”*
- 4.17 Policy COM6 states that higher densities must be provided along public transport hubs to maximise opportunities for transit-oriented development. The site is located adjacent to Ewenny Road railway station and there are two bus stops located on Bethania Street located 70m from the site. This shows that the site is in close vicinity to transport links and therefore a higher density development would be appropriate in this location.

Housing Delivery Under the LDP

- 4.18 Strategic Policy SP12 (Regeneration and Sustainable Growth Strategy) sets out a requirement of 8,628 new homes in Bridgend County Borough over the Plan period. Of these 8,628 new dwellings, 1,711 are expected to come forward as affordable dwellings.
- 4.19 The application site is not allocated for housing and would provide 18 dwellings within the settlement limits of Maesteg. As the development entails the provision of 18 flats, it would be defined as a large windfall site by the LDP.
- 4.20 Table 7 of the LDP is provided below and is a summary of the Spatial Distribution of Housing during the plan period to 2033.

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)	1,340	93	201	48	47	176	93
B Units under construction	45	4	31	24	0	11	2
C Units with planning permission (large sites)	105	29	99	13	21	417	0
D New Housing Allocations	1,726	577	780	804	970	0	0
E Large windfall sites (10+ units)	96	91	14	0	23	39	89
F Small windfall sites (<10 units)	169	160	24	1	41	69	156
G Total Housing Provision	3,481	954	1,149	890	1,102	712	340

- 4.21 As can be seen in table 7 above, it is expected that Maesteg and Llynfi Valley Regeneration Growth Area would deliver 91 residential units by the end of 2033 from large windfall sites. Therefore, the proposed development would meet 19.7% of this requirement from the single site, helping to deliver the required total housing provision for the plan period.
- 4.22 Policy COM2 (Affordable Housing) of the LDP states that provision will be made to deliver 1,977 affordable homes over the plan period through the following measures:
1. Setting targets for on-site provision of affordable housing to be delivered as part of residential proposals where appropriate and viable;
 2. Enabling off-site provision of affordable housing in exceptional circumstances;
 3. Enabling Registered Social Landlord schemes to come forward as small and windfall sites; and
 4. Providing a policy framework to determine Affordable Housing Exception Sites.
- 4.23 The proposals are for 100% affordable housing and as such provide a substantial contribution to the affordable housing needs within Maesteg and should be seen as a significant improvement to the area.
- 4.24 Moreover, the proposal exceeds the minimum housing density requirement set out in the LDP, Policy COM6 states that residential development should reflect a density of 50 dwellings per hectare. The proposal significantly exceeds this requirement and provides a density of 105 dwellings per hectare.
- 4.25 Given the above, there is an acute need for more housing within the Authority, with 91 new dwellings from large windfall sites needed within Maesteg and Llynfi Valley. 18 new dwellings can make a significant contribution to the housing supply within Maesteg, as well as a contribution to the County as a whole.

Design

- 4.26 Policy SP3 (Good Design and Sustainable Place Making) of the LDP sets a number of criteria for how development should contribute to high quality, attractive, sustainable places. The most relevant criteria to this scheme are as follows:
- (a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;
 - (b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;
 - (c) Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development.

4.27 The scheme is compliant with the relevant criteria of Strategic SP3 as set out below.

Placemaking

4.28 PPW 12 defines placemaking as a holistic approach to the planning and design of development and spaces and is focused on positive outcomes. It considers the context, function and relationships between a development site and its wider surroundings.

4.29 In the context of the application site, it is clear that the existing buildings on site hold little to no architectural merit and detracts from the overall character of the area. The existing site in its context can be seen below.



Existing Buildings within the Site

4.30 In light of the above, it can be identified that the existing buildings are poorly designed and the industrial units are an anomalous addition to the now largely residential area. The frontage of the site, which has blocked up windows and an unattractive, unmaintained entrance facing the public highway, adds the poor sense of place. This is heightened by the lack of green space, and significant amount of hardstanding on site, given the size of the site in its local context, in its existing form the site significantly detracts from the surrounding area.

4.31 The application site forms an opportunity to create a development of more modern buildings in this residential area of Maesteg. The proposed development responds to this local context, by creating a more modern addition to the streetscene and adding a significantly enhanced architectural offering compared to the existing buildings.

4.32 The proposals will bring provide a more active frontage along the majority of the site and incorporate additional greenspace and landscaping, removing much of the hardstanding. The site will have a far greater legibility and be a significant enhancement to the streetscene.

4.33 This was acknowledged by the Officer within the Scoping Response, who stated the following:

"It is considered that the redevelopment of the site and the removal of a non-conforming industrial unit will be an improvement on the current situation."

4.34 Therefore, the loss of the existing buildings can be considered acceptable.

Materiality

4.35 Red brick has been proposed as the primary material for both buildings alongside grey tiles for the roof, this is in order to retain consistency amongst buildings in the immediate vicinity and retain the character of the area. As shown in the images below, the use of red brick is prevalent in the surrounding area and so the proposed materials would be in keeping with the surrounding vernacular.



53 Ewenny Road



Newer Developments Adjoining the Site

4.36 Notwithstanding this, bordering some of the windows will be dark bricks to provide additional horizontal relief to break-up the massing, will improve the overall appearance of the buildings.

4.37 Whilst the use of render had been considered for the building as a whole, there are many drawbacks to using a large amount of lighter render which makes it inappropriate in this location. Render tends to deteriorate very quickly within the area and can be expensive to maintain, especially with the prevalence of red algae in south Wales. There are numerous examples of render deteriorating very quickly within Maesteg, as the below examples show.



Properties along Ewenny Road

4.38 Brick has been proposed as it will complement the buildings in the area, as well as the more traditional materiality of the properties to the west along Bethania Street.

4.39 In light of the above, the proposal will utilise high quality materials and result in a significant betterment than the existing position on site, the proposal is, therefore, compliant with criterion a of Policy SP3 (Good Design and Sustainable Place Making).

Form and Scale

- 4.40 During the course of the full pre-application enquiry, the Council requested for further details to be provided for the proposed development and the context of the adjoining houses, given the three storey heights of the proposed building. Therefore, streetscene elevations have been prepared to show the buildings in the context of those on Ewenny Road and Bethania Close.



Streetscene Elevation

- 4.41 It is acknowledged that the buildings would be taller than those on Ewenny Road, but the site is located at the bottom of the slope on Ewenny Road and as can be seen from the above image, the housing fronting Ewenny Road increases in ridgeline height as the road travels westward to the junction with Bethania Street.
- 4.42 It is considered that this building height would be appropriate in the local context as buildings of similar heights have been developed in the surrounding area. An example of this is the building on Bethania Street, which is readily visible from Ewenny Road, which is 3-storeys facing the highway and the rear elevation appearing as 4+-storeys at the rear, as shown in the image below.



Residential Building on Bethania Street

- 4.43 Therefore, we consider that a building height of 3 storeys would be in keeping with the character and appearance of the surrounding area and would ensure that the development optimises the delivery of housing from this previously developed site in a sustainable location.
- 4.44 The use of a flat roof design has been considered, but it was felt that the traditional pitched roof form was more in keeping with this area of Maesteg. As such, the increased building height to achieve this is a more appropriate design response than introducing an alien roof form into the streetscene.

Density

- 4.45 Policy COM6 (Residential Density) of the LDP states that higher residential densities and mixed uses must be achieved along public and mass transport hubs to maximise the opportunities for transit-oriented

development. The proposal will meet this requirement being within close proximity to multiple forms of public transport, as will be explored in the next section.

- 4.46 Moreover, the policy states, 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.
- 4.47 The proposed scheme is 0.17ha and is proposed for 18 dwellings, therefore the density is 105dph ensures that the site is not underutilising the land available. This achieved without compromising the living conditions and external amenity, as set out in the preceding section, the proposal is therefore compliant with Policy COM6 and criterion c of Policy SP3.
- 4.48 In light of the above sections, the scheme has been designed to be in accordance with all of the relevant criteria of Strategic Policy SP3 and should be considered acceptable on design grounds.
- 4.49 Therefore, for the reasons outlined above, we consider that the proposal is compliant with Policy SP3 (Good Design and Sustainable Place Making) as the scheme is wholly appropriate to the surrounding context.

Residential Amenity

Amenity of Future Occupiers

- 4.50 Strategic Policy 3 (Good Design and Sustainable Placemaking) states that new development must ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.
- 4.51 Within the proposed development, every dwelling will meet or exceed the minimum floorspace set out within Welsh Development Quality Requirements (DQR) Standards. The buildings have also been designed to ensure that they receive adequate sunlight and daylight in every habitable room, as well as an acceptable outlook and no overlooking between the flats within the development.
- 4.52 Small areas of grass provide outdoor amenity space to future residents and areas for clothes lines for external drying of clothes in periods of good weather. Whilst it is accepted that there is limited outdoor amenity space, due to the constrained nature of the site, this is quite common in flatted affordable housing schemes. Amenity spaces are also available within Maesteg in the form of parks and other recreational areas within a short walking distance from the application site.

Impact on Adjoining Residents

- 4.53 In regard to the southern block, in accordance with pre-application advice, due regard has been given to the neighbouring properties that are accessed off Bethania Close. The building has been designed with the elevation which faces these properties being a 3-storey gable end limiting the number of windows facing the properties, with the second window removed from the lounge and the bedroom windows being an oriel window with obscure glazing, ensuring no overlooking of the properties on Bethania Close would occur from the proposed development.
- 4.54 The proposed blocks are also located sufficiently from any neighbouring property to ensure no unacceptable loss of light, overshadowing or overbearingness would occur to any adjoining property or its amenity space.
- 4.55 In light of the above, it is considered that the concerns raised over the potential impacts on neighbouring properties have been effectively addressed through the reconfiguration of the proposal, resulting in no adverse impacts on neighbouring properties. The proposal is therefore compliant with Strategic Policy 3 of the adopted local plan.

Noise & Vibration

- 4.56 Given the proximity of the site to a railway line and following discussions with the Council during the full pre-application enquiry, the application is accompanied by a Noise Impact Assessment prepared by Acoustic Consultants, in order to consider the impacts of the adjoining railway in terms of noise and vibration.
- 4.57 As part of this assessment attended noise and vibration surveys were undertaken on the 11th of October 2024, to determine the impact of existing noise levels and vibration from transportation sources on the proposed site. In addition, an unattended noise survey was undertaken from the hours of 13:30, 11th of October 2024 until 11:20, 14th of October 2024 to obtain noise data.
- 4.58 In relation to noise, the overall conclusions from the survey is that the site falls into noise exposure category B, which states that conditions should be imposed to ensue an adequate level of noise protection. Following advice during the pre-application enquiry, the scheme has been revised with any windows serving bedrooms being removed from the eastern flank elevation of both the northern and southern blocks, given that these elevations suffer from the largest noise disturbance.
- 4.59 Following this amendment, we consider that the proposed development would provide an acceptable living environment for future occupiers and would have an acceptable level of noise disturbance. It should especially be noted this noise disturbance would be from a train line which has limited number of services and so would be very intermittent in nature.
- 4.60 In relation to vibrations, the estimated vibration dose values for the daytime and night-time fall comfortably within the British Standard 6472 range of “low probability”. Therefore, no further assessment or control is deemed to be required based on these levels.
- 4.61 Given the above, we consider that the scheme would provide an acceptable living environment in relation to noise and vibration and so would comply with criteria g) of Policy SP3 of the LDP accordingly.

Transport and Sustainability

Active Travel & Public Transport

- 4.62 Strategic Policy SP5 (Sustainable Transport and Accessibility) of the LDP states that all development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities.
- 4.63 Furthermore, Policy PLA12 (Active Travel) requires development to maximise walking and cycling access by prioritising the provision within the site and providing or making financial contributions towards the delivery offsite.
- 4.64 Link Transport Planning have prepared a Transport Statement to support the full planning application and contained within Section 3 of the Transport Statement they have undertaken a full audit and assessment of the connectivity of the site by sustainable modes of transport.
- 4.65 This assessment shows that the site is well served by walking and cycling infrastructure and routes, with a wide variety of community facilities, public transport nodes, shops, educational facilities and leisure uses within 2, 5 and 8 miles of the application site.
- 4.66 In addition, the Transport Statement identifies that the closest bus stops to the site are within a 70m walk of the site pedestrian infrastructure on the A4063 (Bethania Street). These stops are served by bus services 70 and 71.

- 4.67 These combined services provide a route between Cymmer and Bridgend. Services commence from 06:21 and run until 21:17 from Monday to Sunday. Therefore, the site is served by a convenient and regular bus service to the wider areas in Bridgend County Borough.
- 4.68 In relation to access to train services, the Transport Statement notes the nearest railway station (Maesteg (Ewenny Road) Railway Station) is located an approximate 310m (less than 5 minute) walk from the site. This railway station provides hourly services across South Wales 7-days a week.
- 4.69 The Transport Statement shows the 60-minute isochrone for public transport accessibility and identifies that prospective residents of the Site are able to access key regional destinations such as Maesteg, Bridgend, Neath, Port Talbot and Cardiff by bus and rail.
- 4.70 During the pre-application enquiry the Council raised a concern that there is no existing pedestrian crossing point from the southern side of Ewenny Road to the northern side and that the southern side does not provide a continuous pedestrian footpath up to Bethania Street and the wider public transport links.
- 4.71 The proposed development includes for the creation of a new pedestrian crossing point, consisting of dropped kerbs and tactile paving on either side of Ewenny Road. This will be located from in front No.53 Ewenny Road on the southern side of the road to directly opposite.
- 4.72 This location has been chosen as it is the only place where this can be provided where it would not impact existing driveways or entrances to the existing properties on Ewenny Road.
- 4.73 Therefore, with the new pedestrian crossing included, we consider that the site promotes safe, sustainable and healthy forms of transport in accordance with Policy SP3 of the LDP.

Highway Impacts

- 4.74 Policy SP3 of the LDP provides 11 principles which new development proposal need to consider and address as part of any planning application. One of the criteria is make better use of the core, strategic and local highway network.
- 4.75 The Transport Statement undertakes an assessment of the proposed development of 18 flats and using comparable sites from the TRICS database, have identified that the proposals would result in a total of 36 two-way vehicular movements over a 12-hour period.
- During the morning peak hour (0800-0900), a total of 2 vehicle trips are forecast, consisting of 1 arrival and 1 departure.
 - In the evening peak hour (1700-1800), a total of 2 vehicle trips are predicted, with 2 arrivals and 2 departures.
 - Across the entire day (0700-1900), the total estimated vehicle trips amount to 36, with 18 arrivals and 18 departures.
- 4.76 The Transport Statement has also considered the existing use of the site to determine the net impacts of the development. This shows the existing use would generate 51 two-way movements over the 12-hour period. Therefore, the proposals would reduce the number of vehicles using the public highway, when compared to the existing baseline situation.
- 4.77 As such, the proposals would make better use of the core, strategic and local highway network, in accordance with Policy SP3 of the LDP.

Cycle Parking

- 4.78 SPG17 provides a minimum standard of one stand per five bedrooms for residential units which would equate to five stands / ten spaces if applied to the 24 bedrooms for the proposed scheme. The proposals show this quantum of provision can be easily provided at the secure, sheltered storage unit, located at prominent location near the site access. The sheltered storage unit will be capable of containing 18 bikes at any given time.
- 4.79 As per the submitted proposed site plan, the cycle store will be located kerbside and just off the main entrance to the site in close proximity to the two blocks.
- 4.80 In light of the above, it is considered that an acceptable level of cycle storage will be provided as part of the proposed development.

Car Parking

- 4.81 Policy PLA11 of the LDP relates to 'Parking Standards' and this policy states that all development will be required to provide appropriate levels of parking. This should be in accordance with adopted parking standards. The Transport Statement identifies that the site is within Zone 3 and so the maximum parking standard is 1 space per bedroom plus 4 visitor spaces based on one space per five units.
- 4.82 The proposed development provides for 19 parking spaces, it is acknowledged that this amount is less than the requirement in adopted maximum planning standards, given the number of bed spaces is 22. However, the accompanying Transport Statement has undertaken analysis that shows that the affordable housing provider similar estates have ownership levels at approximately 50%.
- 4.83 The above also confirms the analysis of the census data by Link Transport, which shows that occupiers of 1 and 2 bedroom units and those in affordable housing have lower ownership rates. As such, given the expected low levels of car ownership by the likely occupiers of the properties and the highly accessible location in terms of public transport, we consider that the proposed 19 parking spaces will be more than sufficient to accommodate the car parking need arising from the development.

Vehicular Access

- 4.84 The site will utilise the existing access from Ewenny Road and accommodates two-way traffic to and from the site. A general arrangement drawing of the proposed priority junction site access design has been produced and is shown in Appendix C of the Transport Statement.
- 4.85 This has been altered from the original access and visibility splays have been calculated as part of the Transport Statement in accordance with TAN18 and Manual for Streets for the 20mph speed limit on Ewenny Road. The calculations resulted in 25m of visibility in each direction are required to ensure sufficient stopping distances.
- 4.86 The visibility splays within the Transport Statement confirm 25m of visibility is achievable at the site.
- 4.87 Moreover, it is worth noting that the site has been operational under a more intensive use for a number of years without highways safety concern. This is evidenced and confirmed within the accompanying Transport Statement and no concerns were raised in relation to the design of the proposed site access during the pre-application advice.
- 4.88 Therefore, the site will provide a safe and suitable means of entry and exit from the site for motor vehicles, in accordance with Policy SP3 of the LDP.

Waste Collection

- 4.89 As part of the scoping response, it was requested that consideration was taken for the refuse and recycling store to ensure refuse could effectively be collected. The Officer recommended the refuse store is in close proximity to the kerbside and main entrances of the two blocks whilst being effectively screened from public vantage points
- 4.90 These comments have been taken onboard, and following review of the proposed site plan, the proposed refuse store is located within the parking area and the submitted Transport Statement has shown in Appendix B how a refuse vehicle can enter and exit the site in forward gear to allow for the collection of refuse from the site.
- 4.91 Upon practical completion of the construction of the proposed buildings and associated works, management of the properties will pass onto Valleys to Coast Housing.
- 4.92 Valleys to Coast Housing have existing agreements for similar schemes with Kier Group, who undertake the bin collection within Bridgend County. It is their preference to have individual bins for each flat. Valleys to Coast Housing monitor the scheme as part of their management and can ensure that the bin stores are being used correctly and suitably maintained.

Flood Risk and Drainage

- 4.93 Policy SP4 (Mitigating the Impact of Climate Change) of the LDP advises that all development proposals will be required to make a positive contribution towards tackling the causes of, and adapting to, the impacts of Climate Change. A number of criteria are set out for achieving this, including avoiding or minimising the risk from flooding and / or adapting to the increased risk of flooding, and promoting sustainable building methods and drainage systems where appropriate.
- 4.94 Furthermore, Policy DNP9 (Natural Resource Protection and Public Health) of the LDP states that all development in flood risk areas must be supported by a flood consequences assessment and incorporate any mitigation measures to avoid or manage increased flood risk.
- 4.95 The application is supported by a Flood Consequence Assessment which identifies that the flood map for planning for Wales shows that a small proportion of the site (approximately 5%) along the northern edge of the site falls within flood zone 2.
- 4.96 In order to mitigate for this, the finished floor levels of the development will be set 300mm above the maximum modelled flood level for the 1 in 100 year return period, including an allowance for climate change.
- 4.97 Accompanying the application is a Draining Strategy Plan (drawing ref: 231122_CG_D_001 Rev A), prepared by Think Urban. This demonstrates that foul water is proposed to be disposed of through the Dwr Cymru public sewerage system and the required agreement for this will be sought from Welsh Water.
- 4.98 The proposed scheme will result in a considerable decrease in the existing hardstanding area on the site, with grass being prevalent around the proposed buildings. The accompanying FCA identifies in section 6 that the development would be limited to the Greenfield run-off rate of 3.2 l/s before discharging into the sewer.
- 4.99 The illustrative drainage plans show that the scheme might utilise a mixture of permeable paving and attenuation basins with restrictive controls to limit the discharge of surface water from the site into the combined sewer. The full details of the drainage systems would be secured via the SAB approval process.
- 4.100 Therefore, we consider that the proposed development would have an acceptable impact in terms of flood risk and drainage and would comply with Policies SP4 and DNP9 of the LDP accordingly.

Ecology & Landscaping

- 4.101 Strategic Policy SP3 (Good Design and Sustainable Placemaking) of the LDP requires all development to safeguard and enhance biodiversity and green infrastructure. Strategic Policy SP17 (Conservation and Enhancement of the Natural Environment) of the same Plan states that development must not adversely impact the Council's biodiversity or habitats.
- 4.102 Accompanying the planning application is an Ecological Impact Assessment, prepared by G E Consulting and a Green Infrastructure Statement prepared by DP Landscape Architects. The Ecological Impact Assessment found the site to be of relatively low ecological interest, with minimal adverse impacts predicted on important ecological features.
- 4.103 No evidence of bats was recorded, and the buildings were assessed as having negligible roosting potential, as such no impact on a bat roost is anticipated and a bat mitigation licence will not be required. Notwithstanding this, the assessment advises the site's boundaries should remain unlit and vegetated to enhance the Site for commuting bats by increasing connectivity. In addition, sensitive lighting will be implemented during and after the construction phase to minimise any potential impacts on bats.
- 4.104 Moreover, the assessment found vegetation on site has very little potential to support nesting birds, albeit the demolition of the existing building has potential to impact breeding birds. However, the assessment details this can be mitigated through undertaking the proposed works between September and February.
- 4.105 Furthermore, the assessment proposes the scheme includes a plan in Figure 2 which shows that a total of 6 No. integral bat boxes will be located on the southern elevations of the two buildings. In addition, a total of 8 integral bird boxes will be located on the eastern elevations of the two buildings.
- 4.106 The addition of these ecological mitigation measures will result in a biodiversity net benefit on the site and increase commuting and roosting opportunities for wildlife.
- 4.107 The Green Infrastructure Statement identifies that there is very little in terms of existing landscape or GI features within the site as it is dominated by the existing fabrication buildings and associated hard standing. Existing vegetation within the site is very limited and comprises a few poor quality, self-set, young trees and ruderals such as Buddliea, growing on the boundary.
- 4.108 These invasive species will be removed as part of the development and the loss of the self-generated poor quality trees of low value will be mitigated appropriately. The landscape proposals have been designed to contain a range of measures to ensure GI is maintained and enhanced as part of the development. Key measures include:
- Native tree planting around the site. This provides an attractive setting for the development and adds to the existing landscape infrastructure;
 - Native hedge planting to boundaries provides a food source and nesting opportunities for birds;
 - Shrub planting including species known for wildlife value. This softens building frontages and enhances biodiversity; and
 - The inclusion of wildflower meadow area to the SUDS features provides further ecological benefits and enhances the external environment.
- 4.109 The combined effect of the above measures will be the creation of a species rich landscape, appropriate to the scale and nature of the proposed development.

4.110 The scheme does not harm any habitats on site and enhances the biodiversity potential and green infrastructure on the site. The scheme is therefore in accordance with Strategic Policies SP2 and SP4 of the LDP.

Ground Conditions

4.111 Policy DNP 9 of the LDP (Natural Resource Protection and Public Health) states that development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity, including due to contamination or land instability. These matters are considered in further detail below:

Coal Mining Risk

4.112 Following review of the Coal Authorities Interactive Map, some of the site lies within the Development High Risk Area in respect of coal mining. A phase 1 Desk Study Report has been undertaken by Terra Firma in October 2024 in order to assess the Ground Conditions to support the full planning application, which include a preliminary Coal Mining Risk Assessment within Section 3.

4.113 The findings of this determines that shallow coal seams are beneath this site but concludes in Table 3.1 that the overall risks are negligible in nature. However, if shallow workings are encountered in the boreholes, then mine gas risk assessment will need to be reviewed.

Land Contamination

4.114 The remainder of the Phase 1 Desk Study Report, has considered the development of the site from a land contamination assessment perspective. The report concludes that

4.115 Due to the findings the Report sets out the following additional works be undertaken:

- An intrusive investigation is undertaken to inspect the ground conditions; and
- A proportionate groundwater sampling exercise.

4.116 The Phase 1 Desk Study was reviewed by the Council's Shared Regulatory Services team during pre-application discussions, where it was agreed that these site investigations could be secured by way of suitably worded pre-commencement conditions, which the applicant is willing to accept.

4.117 Therefore, we consider that, subject to suitably worded conditions to secure further on-site investigation works, that the proposed development would be acceptable in relation to land stability and land contamination risks and would comply with Policy DNP9 of the LDP accordingly.

Energy and Sustainability

4.118 Policy SP4 (Mitigating the Impact of Climate Change) states that all development must make a positive contribution towards tackling the causes of climate change. Policy ENT 10 (Low Carbon Heating Technologies for New Development) states that the LDP has an aspiration for all new homes to be net zero carbon.

4.119 Therefore, any major development is required to be supported by an Energy Masterplan which demonstrates that the most sustainable heating and cooling systems have been used. This is required to follow the hierarchical approach outlined in Criteria 2 of Policy ENT10.

4.120 In support of the application Castell have prepared a Energy Statement which follows this approach, which is summarised in the below table:

Criteria	Summary of Response
Connection to a Heat Network	No existing heat network infrastructure in the vicinity
Individual Renewable or Low Carbon Technology	The proposals will include the following renewable or low carbon technologies: - Air Source Heat Pumps; - Solar PV Panels; - Electric Panel Heaters
Hybrid Heat Pumps	Not required as using non-hybrid systems
Electric Only Systems	Not required as using primary low carbon-ASHP and Solar PV Panels
Gas Connection	Not required as development will be gas free

4.121 Therefore, the development will utilise low carbon technologies to provide sustainable heating and electric systems within the development, in accordance with Policy SP4 and ENT10 of the LDP.

5. Conclusion

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2 In the case of this application, the Development Plan would consist of the Bridgend Local Development Plan (adopted March 2024). The development is consistent with the LDP as follows:
- The site is located within the Settlement Boundary of Maesteg, a Tier 2 Main Settlement which is capable of supporting additional growth on brownfield land;
 - The scheme is considered to be previously develop land, which the LDP supports for redevelopment to help meet the Council's housing requirement during the plan period;
 - The development proposes 100% affordable housing, providing homes that are desperately needed in the local area, across Bridgend County and Wales as a whole;
 - The scheme is of a high standard of design, which enhances local character, is of appropriate density and maximises the development potential of the land;
 - Parking levels are appropriate to accommodate the parking numbers of a development of this type;
 - The site is well served by Active Travel Routes and would provide a new pedestrian crossing point over Ewenny Road which will improve Active Travel in the area;
 - Results in a biodiversity net gain and a significant increase in green infrastructure within the site, creating new habitats on the site;
 - Reduces the surface water run-off, rate reducing the potential for flooding on the site and the surrounding area in the future;
 - Includes for mitigation measures to address any flood risk arising from the development; and
 - Utilises low and zero carbon technologies to provide low carbon and energy efficient homes.
- 5.3 Paragraph 2.17 of PPW states *"In responding to the key principles for the planning system, the creation of sustainable places and in recognition of the need to contribute to the well-being of future generations in Wales through placemaking, development plans and development proposals must seek to deliver development that address the national sustainable placemaking outcomes."*
- 5.4 Paragraph 2.20 of PPW confirms that a development will not be required to demonstrate they can meet all the national sustainable placemaking outcomes. However, we consider that the development would meet the following national sustainable placemaking outcomes:
- Builds to appropriate development densities;
 - Promotes additional homes to meet society's needs;
 - Provides local jobs in the construction phase of development which will support the local economy and fostering economic activity;
 - Prioritises the use of previously developed land;

- Is not car dependent, owing to the sustainable location and the modes of public and active transport available to future residents;
- Includes the use of low and zero carbon technologies; and
- Creates resilient biodiversity and ecosystems.

5.5 It is considered that the proposed scheme is in compliance with all relevant local and national planning policies and there are no material considerations which means that a decision should be reached that is not in accordance with the Development Plan.

5.6 Therefore, we consider that planning permission can be granted as part of a future planning application for the demolition of the existing industrial units, and the erection of two new residential buildings at the application site.



MET Fabrications Buildings, Eweny Road, Maesteg
Planning, Design & Access Statement

Document 1

Full Pre-Application Response Reference: PE/87/2025

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr Bridgend County Borough Council



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Deialu uniongyrchol / Direct Line: 01656 643177
Gofynnwch am / Ask for: Steven Jenkins

Ein cyf / Our ref: PE/87/2025
Dyddiad / Date: 21 May 2025

Dear Alex

RE: Demolition of the existing buildings and the erection of two apartment blocks comprising a total of 18 affordable dwellings, at Met fabrications Ewenny Road, Maesteg.

I refer to your email correspondence, received 5th March 2025, seeking general Planning advice on the above-mentioned development proposal (non-statutory pre-application advice enquiry).

The Proposal

The proposal seeks to demolish the existing buildings and the erection of two apartment blocks comprising a total of 18 affordable dwellings (9 units in each) the proposal will also provide parking cycle and bin storage, drainage, landscaping and biodiversity enhancement

The site measures approximately 0.17ha and is located to the southern side of Ewenny Road, located within the settlement of Maesteg. The site consists of two industrial buildings as well as a scrap yard. The site is bordered by a railway to the east of the site and Ewenny Road to the north. To the south and west of the site are residential uses. The wider areas are predominately residential. There is existing vehicular and pedestrian access off Ewenny Road

Need for Planning Permission

Planning permission and Building Regulation Approval would be required for the proposal and you are advised to contact the Building Control Section on 01656 643408 in respect of Building Regulations.

The proposed development would require planning permission and due to the size of development would be classified as major development and would require the submission of a Pre-application Consultation Report which would detail the process and results of the required Pre-application Consultation processes which must be carried out for a minimum of 28 days prior to the submission of the application with all relevant information that is to be submitted in support of the application.

Ffôn/Tel: 01656 643643

Negeseuon SMS/ SMS Messaging: 07581 157014

Facs/Fax: 01656 668126

Twitter@bridgendCBC

Ebost/Email: talktous@bridgend.gov.uk

Gwefan/Website: www.bridgend.gov.uk

Cyfnewid testun: Rhwch 18001 o flaen unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

Rydym yn croesawu gohebiaeth yn Gymraeg. Rhwch wybod i ni os mai Cymraeg yw eich dewis iaith

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh

The application would also require the submission of a Design and Access Statement produced in accordance with the relevant guidance of TAN 12: Design.

Local Context and Constraints

- Part low, Part High risk coal mining referral area
- Part of site Rivers and Sea Flood Zone 2
- Part of site Surface Water Flood Zone 3

Site History

P/05/1446/FUL – 1st Floor Store - Old Drill Hall, Ewenny Road, Maesteg CF34 9TP - Conversion Of First Floor Store Room To Fitness Club & Gymnasium – Conditional Consent – 01/02/2006.

Relevant Planning Policies

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

National Policies

Future Wales: The National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities. The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Planning Policy Wales (Edition 12, February 2024) outlines the Welsh Government's commitment to the importance of 'places' and 'place-making', the importance of using previously developed land wherever possible in preference to greenfield sites, and the recognition of the health and wellbeing related benefits by creating a sense of place and improving social cohesion. PPW 11 confirms that the environmental components of places are intrinsically linked to the quality of the built and natural environment and contribute to the health and wellbeing of the people who live, work and play there. It emphasises the importance of creating sustainable communities and reducing reliance on the private car as part of a package of measures to reduce the country's carbon footprint and help tackle the climate emergency.

PPW 12 is supported by a series of more detailed Technical Advice Notes (TANs), of which the following are of relevance:

TAN2:	Planning and Affordable Housing (2006)
TAN5:	Nature Conservation (2009)
TAN11:	Noise (1997)
TAN12:	Design (2016)
TAN15:	Flooding (2025)
TAN18:	Transport (2007)

Local Policies

Up-to-date Local Development Plans (LDPs) are a fundamental part of a plan-led Planning system and set the context for rational and consistent decision making in line with national policies. Planning applications must be determined in accordance with the adopted Plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers).

As such, the proposal would primarily be assessed against the policies contained within the adopted Bridgend Local Development Plan 2024 (BLDP). This document is available on the Planning pages of the Council's website at www.bridgend.gov.uk/planning however, I draw your attention to the following relevant Policies:-

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP6: Sustainable Housing Strategy
- Policy SP9: Social and Community Infrastructure
- Policy SP10: Infrastructure
- Policy SP13: Decarbonisation and Renewable Energy
- Policy SP15: Sustainable Waste Management
- Policy SP17: Conservation and Enhancement of the Natural Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA11: Parking Standards
- Policy COM2: Affordable Housing
- Policy COM3: On-site provision of affordable housing
- Policy COM6: Residential Density
- Policy COM10: Provision of outdoor recreation Facilities
- Policy ENT10: Low Carbon Heating Technologies for New Development
- Policy ENT11: Energy Efficiency Provision Within the Design of Buildings
- Policy ENT15: Waste Movement in New Development
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural Resource Protection and Public Health

The Council has also produced the following Supplementary Planning Guidance (SPG) which is relevant to this proposal:-

- SPG02: Householder Development
- SPG08: Residential Development
- SPG16: Educational Facilities and Residential Developments
- SPG17: Parking Standards
- SPG19: Biodiversity and Development

Main Considerations

The Principle of the Development

The proposal is located within the Main Settlement of Maesteg as defined by Policy SF1: Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (RLDP). It is also located within the Maesteg and Llynfi Valley Regeneration Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP.

The proposal seeks the demolition of the existing buildings and seeks the erection of two apartment blocks comprising a total of 18 affordable dwellings. Policy SP6 supports windfall residential development at appropriate sites within the settlement boundary, focussing on the re-use of previously developed land. The proposed site would constitute a brownfield windfall site under Policy SP6 and could contribute towards delivery of the overall housing requirement.

Policy COM6 Residential Density of the RLDP requires that 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. The scheme submitted appears to have a density that is compliant with this policy.

Policy ENT10 Low Carbon Heating Technologies for New Development seeks to ensure that low carbon heating technologies are installed as part of all new major development. New major development must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. The applicant must demonstrate they have followed the sequential approach to identify low carbon heating technologies outlined in Policy ENT10 and submit an energy masterplan to demonstrate compliance with this policy.

Policy DNP8 Green Infrastructure of the RLDP states that development proposals will be required to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network. Where the loss or damage of existing green infrastructure is unavoidable, appropriate mitigation and compensation will be required. The applicant must ensure this is appropriately demonstrated through a Green Infrastructure Assessment.

Policy SP3: Good Design and Sustainable Placemaking of the RLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

- 1) Demonstrating alignment with the principles of Good Design; and
- 2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

Turning to the planning obligation requirements, the following observations in terms of planning obligation requirements, for which the applicant would need to enter into a s106 agreement in conformity with RLDP Policy SP9:

Affordable Housing

As a proposal of 18 dwellings, a future application would trigger Policy COM3: On-Site Provision of Affordable Housing. However, the policy requirement for windfall C3 development proposals in

Maesteg and the Llynfi Valley is 0% and therefore no affordable housing contribution would be necessary.

Education

The size of the site meets the threshold of 15 or more residential flats or apartments identified in SPG16 Educational Facilities & Residential Development as being large enough to place increased pressure on the educational facilities within the catchment area. However, one-bedroom apartments are exempt from education contributions in accordance with the SPG. As such, the four applicable two-bedroom apartments do not generate an education contribution that would be necessary to render this proposal acceptable.

Open Space

Policy COM10 requires the provision of a satisfactory standard of outdoor recreation on all new residential developments. In addition, the Outdoor Sport and Children's Play Space Audit (2021) shows a deficit of Equipped Play Areas and Playing Pitches in the Llynfi Valley.

Given the nature of the proposal, a commuted to would be sought to satisfy the requirements of Policy COM10. Based on historic planning applications of this nature in Bridgend County Borough, the contribution would equate to £570 per apartment, totalling £10,260. This sum would be spent on the improvement of outdoor recreation facilities and/or public realm in the vicinity of the proposed development in order to satisfy Policy COM10.

In conclusion, the proposed development would be considered acceptable from a Strategic Planning perspective subject to demonstrating compliance with the above policy framework of the LDP.

Visual Amenity

Planning Policy Wales (Edition 12, February 2024) and Future Wales – the National Plan 2040 (Feb 2021) seeks to promote high quality design and place making principles. The scheme will be assessed against the principles contained within these documents and therefore they need to be considered when designing the proposed scheme. However, it is considered that the redevelopment of the site and the removal of a non-conforming industrial unit will be an improvement on the current situation.

PPW12 advises that, when considering placemaking and design issues, meeting the objectives of good design should be an aim of all of those involved in the development process and applied to all development proposals, at all scales. It also advises that placemaking is a holistic approach to design which focuses on creating high quality development that promotes, amongst other things, people's health and well-being.

The gable end design with a active frontage onto Ewenny road is welcomed, however the relationship between the 3 storey blocks and the surrounding area is key, it is considered that section through the site into the surrounding properties should be included with any submission so that this can be fully assessed, the choice of materials is also key, it would be beneficial to have details and sample of these at application stage to ensure there is a synergy between the development and the surrounding area. TAN12 Design para 2.6 states *“Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted.”*

Its not clear what landscaping is proposed however further details of this should be provided this will not only improve the aesthetics of the development but also be beneficial to biodiversity.

Residential Amenity

The following comments are made in terms of residential amenity:

1. Careful consideration should be given to the separation distances and heights between apartments to ensure there is no unacceptable overbearing or overshadowing impact to the existing residential properties. Sections should be provided to show how they relate to the surrounding properties. Sections into the adjoining sites should be provided as part of any planning application
2. Habitable room windows should be positioned to ensure no unacceptable overlooking occurs, noise is also a consideration in the location of habitable rooms addressed later in this report
3. Apartments should have adequately sized secure cycle/mobility scooter storage. Its not clear if the cycle store is secure or an open shelter, a secure cycle storage would be required. Also, with more people using mobility scooter to get around secure storage areas for these should be also considered whether provision in some of the flats or separate building close to the entrance of the flats.
4. All Apartments should have access to outdoor clothes drying area and usable outdoor amenity space. Its not clear if this is being provided, furthermore the noise implications on an outdoor amenity area would also need to be assed to ensure it within acceptable levels for future residents.
5. All Apartments should have adequate bin storage and recycling area, and a kerb side collection area point for residents to put their bins and recycling out on collection days. (it not clear if the refuse collection vehicle would enter the site) this can be discussed when we meet
6. There is likely to be disruption to nearby residents and buildings during demolition and construction works, as such demolition and construction method statement should be submitted to inform the proposed application.

Noise

Policy DNP9 seeks to ensure that the County's natural environment is protected from materially harmful development. This relates particularly to the effect of development on air, noise, light and water quality. DNP9 also seeks to ensure that potential risks to human health are fully identified and assessed. This principle extends to development in flood risk areas and the redevelopment or remediation of contaminated/unstable land, or development within the statutory consultation zones stipulated by HSE for hazardous installations. The acceptability of adverse effects will depend on the nature of the development and the location, with the most sensitive sites, such as residential areas, being more vulnerable. In some circumstances, adverse effects can be mitigated to make the development acceptable. A noise survey was submitted as part of the pre application which has been assessed by Shared Regulatory Services (noise) who have advised, it is intended on the most exposed façade that there are no opening windows. However, the LAmax levels to bedrooms on the L-shaped facades with the current proposed layout (apart from apartment layout A) are expected to be exposed to LAmax levels of 65 and 67 dBA respectively. Whilst a closed window with trickle vents is proposed, it means that the occupants would have to have their windows kept in the closed position most of the time or be disturbed by noise. The layout of the flats should be carefully considered so that bedrooms that are exposed to these noise levels are avoided and either non- habitable rooms or kitchen/living rooms should be located on those facades. Eg for apartment type D, the bedroom is on the more exposed façade, whereas the kitchen/lounge is located on the quieter facades. This arrangement can be avoided by careful design, with apartment type A having the most favourable layout e.g. for apartment type D-- could the kitchen/lounge be located where the bedroom is, with perhaps the openable window located on the side elevation and then the bedroom located towards the front.

Highway and Pedestrian Safety

The current thrust of Welsh Government policy is that residential developments must be able to access a range of sustainable transport modes. This is further supported by the Active Travel (Wales) Act 2013 which requires a development to provide good safe walking links and to encourage walking and cycling. Policy PLA11 stipulates that all development will be required to provide adequate levels of parking, in accordance with the adopted parking standards. Supplementary Planning Guidance Note 17 Parking Standards (SPG17) indicates that for residential development, one off-street car parking space should be provided per bedroom, up to a maximum of three spaces. In addition, one visitor's space should be provided per five units proposed.

The Local Authority's Highways Officer has considered the submitted documentation and note that the proposal will result in a net reduction of vehicle movement from the site. In addition, it is located in a sustainable location close to public transport and has links to retail areas. It is noted that the applicant will be providing a section of new footway along the site frontage which will improve the walking and cycling outcomes for future residents. Furthermore, they have detailed why a footway under the Ewenny Road bridge could not be delivered as part of this scheme which is accepted. However, it is not clear how future residents will cross the road from the southern side of Ewenny Road where the footway terminates over to the northern side to gain access to the bus stops on Bethania Street and not have to walk in the road. Therefore, the applicant should provide a dropped kerb to the west of the site to promote walking and cycling further than already provided. A minimum of 10% of the parking allocation should be for electric vehicles. any refuse store should be located kerb side and cycle store and mobility scooter storage close to the entrance to the flats. Other than the above the Highways Officer has advised there are no overriding 'in principle' constraints to development.

Drainage

The proposed development site is not located within 20m of a watercourse. The Flood Map for Planning advises that part of the development site is within NRW's Rivers Flood Zone 2 and surface water flood zone 3. It is unclear whether the proposed building footprint is located within this flood risk zone and this would need to be checked before a planning application is submitted. The Planning, Design & Access Statement advises a portion of the front of the site may be located within Flood Zone C2. The applicant shall submit a Flood Consequence Assessment and seek approval from NRW for the findings and recommendations of the FCA.

The Planning, Design & Access Statement advises that foul water will be disposed to the DCWW public sewer. A foul drainage layout has been provided. The applicant shall contact DCWW to discuss the proposed connection to the public sewer, if required.

The Planning, Design & Access Statement advises that surface water will be disposed to the existing surface water, as existing. A surface water drainage layout has been provided. Infiltration systems must be designed in accordance with BRE-Digest 365 and must not be situated within 5m of buildings or boundaries. A minimum of three infiltration tests shall be undertaken for each trial hole. The development is served by an existing surface water network to dispose surface water from the site. The applicant shall contact DCWW to discuss the proposed connection to the public sewer, if required.

The development appears to be over 100m² and therefore a sustainable drainage application will be required. A sustainable drainage pre-application has been submitted to the BCBC SAB, with comments issued to the applicant on the 7th April 2025.

From 7 January 2019, new developments of at least two properties or over 100m² of construction area will require sustainable drainage to manage on-site surface water. The information provided confirms that the development would be in excess of 100m² and consist of two properties, therefore the applicant will be required to submit a sustainable drainage application form to the Bridgend SuDS Approving Body (SAB). The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the Bridgend SAB before construction work begins. The sustainable drainage application form shall be submitted before or alongside the planning application. The applicant is advised to contact the Bridgend SAB to discuss the drainage implications from the proposed development via the contact details within the link below (The sustainable drainage application form and supporting information required for the application can be accessed from the link below):

<https://www.bridgend.gov.uk/residents/recycling-waste-and-environment/environment/flooding/sustainable-drainage-systems/>

No surface water is allowed to discharge to the public highway.

No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.

The applicant shall provide the following information to progress the planning/sustainable drainage application (if the application is progressed):

- Submit a Flood Consequences Assessment and provide approval from NRW of its findings and recommendations, if required;
- Provide an agreement in principle from DCWW for foul and surface water disposal to the public sewer, if required;
- Provide hydraulic calculations to confirm the site does not flood during a 1 in 100yr + 30%CC event;
- Provide infiltration tests in compliance with BRE-Digest 365, details of proposed soakaways and maintenance plan should infiltration be proposed;
- Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk (the applicant is advised to contact the Bridgend SAB prior to the formal submission to discuss the application should they proceed).

Please note the Pre-Application Consultation comments above have been provided as a guide only and shall not be taken as approval for the current drainage proposals. Additional comments may be identified once the formal planning/sustainable drainage application for the site has been received by the Land Drainage Team.

Ground Conditions

Shared Regulatory services (Environment) have advised the Submission provided with the above enquiry indicate that the application is supported by a 'Phase 1 Ground Conditions Desk Study, prepared by Terra Firma', although this was not provided for review. However, available records relating to the site history confirm the need for site based contamination assessments and an assessment of the risk of coal mining legacy issues, including mine gas.

Depending on the information submitted with the full application, geoenvironmental conditions relating to the above may be requested. Conditions relating to imported and site won materials would also be requested.

Biodiversity

The Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *“It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals.”* it further goes on to state that *“All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission.”*

Technical Advice Note 5: Nature Conservation and Planning states that: *“Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife.”*

Policy SP3 of the adopted Local Development Plan (2024) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 states *“All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning application submissions. 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. 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”*

Policy DNP7 states *“development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted”*. Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network. A future planning application will be required to build upon this work in the form of a Green Infrastructure Assessment. This will need to describe how green infrastructure has been incorporated into the proposal and has followed the Step Wise approach as set out by the revised Chapter 6 of PPW.

The local Authority ecologist has advised they have no objection and agree there is limited ecological value at the site. they have advised if work has not commenced 18-24 months after the bat surveys, this will need to be updated to ensure they are still accurate. In line with the above guidance, you will also need to provide a green infrastructure statement which details how this will be incorporated into the scheme and how it benefits both the ecological value of the site and the wider landscape. It is also noted the enhancement proposals of 8 integrated swift boxes, whilst this is welcomed its recommend that further enhancement proposals are required for a scheme of this size and proportion. Further information can be found in [Supplementary Planning Guidance \(SPG\): A Green Infrastructure Approach](#).

Waste

Policy ENT15: Waste Movement in New Development states all proposals for new built development must include provision for the proper design, location, storage and management of

waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

Renewable Energy and low carbon energy in New Development

Policy ENT10 Low Carbon heating technologies for New Development states that The Council has an aspiration for all new homes to be net zero carbon in the first instance. New major development must 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. And also demonstrate that heating system have been selected in accordance with a sequential approach details within this policy

Advice From External Consultees

You are encouraged to contact Dŵr Cymru Welsh Water (DCWW), Natural Resources Wales (NRW), Network Rail and the Coal Authority to seek further pre-application advice.

Major Developments

Please be aware that as a 'major' development there is now a statutory requirement (introduced by S17 of the Planning (Wales) Act 2015) for the applicant / developer to consult the community and relevant statutory consultees in advance of formal submission of an application.

Please note that a major application cannot be validated until such consultation is undertaken and a Pre-Application Consultation (PAC) Report submitted with the application.

Detailed advice on Pre-application Consultation can be found on the Welsh Government website : <https://www.gov.wales/planning-major-developments-guidance-pre-application-consultation>

Required Supporting Documentation

Having regard to the nature of your proposal, it is considered at this stage that in addition to the submission of standard mandatory supporting documentation such as application forms, plans and fee, any application for the above development should also be accompanied by the following additional documentation: -

- Pre-Application Consultation (PAC) Report ('Major' development)
- Design and Access Statement (see TAN 12 Design, Appendix 1)
- Samples of materials
- Street scene elevations within the context of the wider site.
- Section through the development (to show how the flats integrate into the surrounding area)
- Ecology Surveys reports/ bat survey (undertaken within 18 months from the submission date)
- Details of biodiversity enhancements/ green infrastructure statement
- Comprehensive Landscaping scheme and management details
- Phase 1 Ground Conditions Desk Study
- Energy assessment
- Waste Management Plan
- Noise Survey and assessment.
- Construction/demolition method statement
- Transport Statement

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

Requests for Further Advice

Following receipt of this initial advice, should you wish to discuss your scheme prior to formal submission, please contact me on the direct number or email address given above. Further charges may apply.

This informal opinion is provided because of the information contained in your letter together with a desk top study of OS map extracts, Departmental records, aerial photographs of the area and a site inspection. You will also appreciate that this advice is offered without prejudice to any future decision of the Authority in respect of any future application(s) for the development described in your enquiry.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Steven Jenkins', with a horizontal line underneath.

STEVEN JENKINS
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